Hongkong Daily Press.

ESTABLISHED 1857.

No. 11,311. 第一萬一千三百十一號 光緒二十年四月初四日 HONGKONG, TUESDAY, MAY 8TH, 1894. 禮拜二 香港五月八號 PRICE $2 PER MONTH

PRINTING OF ALL KINDS at the most moderate prices at THE "DAILY PRESS" OFFICE. All proofs are read and all work superintended by Europeans. Always equal and generally superior to that done anywhere else. *Estimates given.*

BOOKBINDING, by European methods with the best materials, and under European supervision at THE "DAILY PRESS" OFFICE. Always pronounced equal to home work and *prices very moderate.*

CHUNG NGOI SAN PO (Chinese Daily Press) PUBLISHED DAILY, is the best medium for Advertising among the Native Community.

Established upwards of THIRTY YEARS and circulates largely throughout Southern China, Indo-China, etc. Is carefully edited by experienced Chinese Scholars, and contains Full and Reliable Commercial Intelligence.

Terms for Advertising (Translations free) can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed "Daily Press," only, and special business matters "The Manager."

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited. Only Supplied for Cash.

Telegraphic Address: *Press.*
P. O. Box 20. Telephone No. 12.

NEW ADVERTISEMENTS.

VICTORIA RECREATION CLUB.

THE ORDINARY ANNUAL GENERAL MEETING will be held in the GYMNASIUM, on THURSDAY, 17th MAY, at 5.15 P.M.

E. D. SANDERS,
Hon. Secretary.
Hongkong, 8th May, 1894. [957

MISSING FROM THE SUPREME COURT LIBRARY.

ANY Person having the LIBRARY COPY of STAUNTON'S "PENAL CODE OF CHINA," will oblige by returning the same to the Undersigned.

C. F. A. SANGSTER,
Acting Registrar.
Registry, Supreme Court,
8th May, 1894. [954

ZETLAND LODGE, No. 525.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 9th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 8th May, 1894. [956

PHONOGRAPHS.

TWO of EDISON'S latest are now being exhibited (for a few days only) at the VICTORIA HOTEL. 150 Records,—comprising the most celebrated Bands, latest Comic and Sentimental Songs by the finest talent, Cornet, Clarionet, Trombone, Piccolo, Flageolet, Violin, Banjo, Xylophone, Flute Solos, Laughing Songs, Funny Speeches, Auction Sales, &c. Four Selections 50 cents.

Hongkong, 8th May, 1894. [953

WANTED.

A GIRL to operate PHONOGRAPH. Previous Experience not necessary. Apply Room 21,
VICTORIA HOTEL.
Hongkong, 8th May, 1894. [952

FOUND.

A LIVER and WHITE SPANISH DOG. Apply at No. 7, POLICE STATION, West Point.
Hongkong, 8th May, 1894. [955

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "MALACCA," FROM LONDON.

Consignees of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY (MONDAY).

Goods not cleared by the 13th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the 12th inst. and at 10 A.M. on the 14th inst., after which no claims will be recognised.

H. F. JOSEPH,
Superintendent.
Hongkong, 7th May, 1894. [1

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "GANGES," FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—
From London, &c. ex s.s. *Oriental* and *Valetta.*
From Persian Gulf ex s.s. *King Arthur, Assyria, Shadbana,* and *Mecca.*

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

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H. H. JOSEPH,
Superintendent.
Hongkong, 7th May, 1894. [1

KON. PAKETVAART MAATSCHAPPY.

FROM BATAVIA, CHERIBON, TEGAL, PEKALOENGAN, AND SAMARANG.

THE Steamship "GOUV. GENERAAL SJACOB," having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 9th instant, at 3 P.M., will be landed at Consignees' risk and expense into Godowns at Wanchai.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
LAUTS, WEGENER & Co.,
Agents for
KON. PAKETVAART MAATSCHAPPY.
Hongkong, 8th May, 1894. [958

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship "KUTSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of remaining on board after 4 P.M. of the 9th inst. will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 8th May, 1894. [959

NEW ADVERTISEMENT.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship "GISELA," Captain F. Cossovich, will leave for the above places on or about SATURDAY, the 12th inst. For Freight or Passage, apply to
SANDER & Co.,
Agents.
Hongkong, 8th May, 1894. [5

ENTERTAINMENT.

THEATRE ROYAL.

MRS. POTTER AND MR. BELLEW
Supported by their own LONDON COMPANY.

THURSDAY, MAY 10th, CAMILLE.
SATURDAY, MAY 12TH, SHE STOOPS TO CONQUER.
MONDAY, MAY 14TH, FROU FROU.
WEDNESDAY, MAY 16TH, LA TOSCA.

PRICES AS USUAL.
Commencing at 9 o'clock.
Special Trams will leave each evening 15 minutes after the Performance.
Box Office at Messrs. KELLY & WALSH, LD.
Late Trams Each Evening.
T. V. TWINNING,
Manager.

CANTON CLUB THEATRE.
TO-DAY (TUESDAY, MAY 8TH).
FORGET-ME-NOT.
Hongkong, 8th May, 1894. [951

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

IN THE MATTER OF WILLIAM HOWELL FORBES and CHARLES ALEXANDER TOMES, Bankrupts.

NOTICE is hereby given, That a MEETING of CREDITORS of WILLIAM HOWELL FORBES and CHARLES ALEXANDER TOMES will be held before the Acting Registrar of the said Court on THURSDAY, the 17th day of May, 1894, at 12 of the clock at Noon precisely, for the purpose of declaring a Dividend.

Creditors who have not yet proved must do so on or before the said 17th day of May, 1894.

Dated this 5th day of May, 1894.
C. F. A. SANGSTER,
Acting Registrar,
and Official Assignee.
942]

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF THOMAS EDMUND DAVIES, LATE OF VICTORIA, HONGKONG, MERCHANT, DECEASED.

NOTICE is hereby given that the Honourable the Acting Chief Justice having in virtue of Section 3 of Ordinance 9 of 1870 made an Order limiting to the 4th of July, 1894, the time for sending in Claims against the said Estate.

All Creditors are hereby required to send in their Claims to the Undersigned before the said date.

Dated the 4th day of May, 1894.
C. F. A. SANGSTER,
Acting Registrar.
943]

HONGKONG TRADING CO.

NEW STOCK OF SUMMER HOSIERY.
WASHING SCARVES and TIES.
STRAW BOATING HATS.
PITH and FELT SUN HATS.
BROWN LEATHER SHOES.
CHRISTY'S TOWELS and BLANKETS.
BATHING DRESSES & DRAWERS.
&c., &c.
J. P. COTTAM,
Managing Partner.
Hongkong, 7th May, 1894. [945

FOR SALE.

JAPAN HAND MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c.

PRICE VERY MODERATE.

Orders to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA,
8, QUEEN'S ROAD CENTRAL.
Hongkong, 1st January, 1894. [2329

DR. KNORR'S LION BRAND ANTIPYRINE.

(Dose for Adults 15 to 20 grains troy.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE. Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

"DERMATOL" is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

To be had at every reputed Chemist and Druggist.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China.

Beware of spurious imitations. [2857

NOTICE.

THE Undersigned having been appointed agents for the KONINKLIJKE PAKETVAART MAATSCHAPPIJ, are prepared to grant Through Bills of Lading to ports of Java, Sumatra (East and West Coast), Celebes, Timor, Sunda Islands, Dutch New Guinea, etc., etc. Bills of Lading for through cargo from these ports to be presented to the Undersigned for countersignature.

LAUTS, WEGENER & Co.
Hongkong, 27th November, 1893. [2410

INTIMATIONS.

NEW YORK LIFE INSURANCE COMPANY.

FUNDS	Gold $148,700,781.21
NEW BUSINESS FOR 1893	$233,848,992.00
SURPLUS UNDIVIDED	$17,025,630.18
INCOME	$33,933,043.85
INSURANCE IN FORCE 251,292 Policies insuring	$779,156,678.00

GIBLEY, DALRYMPLE & Co. } Agents in
ARNHOLD, KARBERG & Co. } Hongkong.
Hongkong, 14th March, 1894. [a235

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP DEALER,
7A, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.
Liberal Discount Allowed. [2519

CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS,
HONGKONG AND SHANGHAI.

ESTD. 1864.

CALDBECK, MACGREGOR & Co. hold the largest and most Varied Stocks of FINE WINES and SPIRITS in HONGKONG and CHINA, and having their own Firm established in London and Glasgow, they are enabled to supply Wines and Spirits of the highest order of merit at exceptionally reasonable prices.

HONGKONG: 13, QUEEN'S ROAD.
SHANGHAI: 7, FOOCHOW ROAD.
Agencies at the principal ports of China.
Hongkong, 5th April, 1894. [a26

LANE, CRAWFORD & CO.

AYALA & CO.'S EXTRA QUALITY, DRY CHAMPAGNE.

NAPIER JOHNSTONE'S "OLD HIGHLAND" WHISKY, Square Bottles.
TEACHER'S "HIGHLAND CREAM" WHISKY.
THOMSON & Co.'s and JAMESON'S IRISH WHISKIES.

ADET SEWARD & Co.'s BORDEAUX WINES.
SACCONI'S SHERRIES.
HENNESSEY'S COGNAC.

PLYMOUTH GIN, BOORD'S OLD TOM, BURNETT'S LONDON DRY GIN, HOBOKIEN DE BIE & Co.'s HOLLANDS.
LANE, CRAWFORD & Co.'s SPECIAL AFTER-DINNER PORT.

VERMOUTH, HOCK, BURGUNDY, OLD JAMAICA RUM, CALIFORNIAN WINES, GINGER WINE, GINGER BRANDY.

LIQUEURS, BITTERS, CHERRY BRANDY, FRUIT CORDIALS. STOWER'S LIME JUICE SYRUP, GOVERNMENT FORTIFIED LIME JUICE.

BASS & Co.'s PALE ALE. GUINESS'S EXTRA STOUT.
LANE, CRAWFORD & CO.
Hongkong, 4th May, 1894. [a23

W. ROBINSON & CO.
UNDER HONGKONG HOTEL.

CHEAP IRON FRAMED PIANOS from $200—Guaranteed.

PIANOS for HIRE or MONTHLY PAYMENTS, EXCHANGED, REPAIRED, MOVED, and STORED.

2,000 Vols. AMERICAN SONG, PIANO, and DANCE FOLIOS, containing all the latest most popular Music published.

NEW AUTO-HARPS, MANDOLINS, GUITARS, &c. STRINGS, FITTINGS, and MUSICAL SUNDRIES. [a513

CHEAP PIANOS.

WALTER W. BREWER offers to effect a Clearance—

A BROADWOOD COTTAGE PIANO, Iron Frame, and in first-rate condition, $180.

A COLLARD and COLLARD BLACK EBONISED PIANO, nearly new, $225.

A COLLARD and COLLARD GRAND PIANO, excellent in tone, and a very handsome instrument, $200.

A Beautiful WALNUT PIANO, excellent touch, tone, and finish, by MONINGTON & WESTON, quite new, $225.

A Fine BLACKWOOD PIANO, by SCHEREUR, good tone, and in excellent condition, $175.

MUSIC—SELLING OFF.—Five Pieces of any Music for $1.

W. BREWER, QUEEN'S ROAD,
UNDER HONGKONG HOTEL.
221]

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on FRIDAY, the 11th instant, at 3 P.M., at the Rooms of the CHAMBER, CITY HALL, for the purpose of receiving the Report of the Committee and passing the Secretary's Accounts for the year ending 31st December, 1893.

F. HENDERSON,
Secretary.
Hongkong, 4th May, 1894. [928

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of this SOCIETY will be held at the OFFICES of the SOCIETY, No. 4, PRAYA, HONGKONG, on WEDNESDAY, the 16th MAY, 1894, at NOON, when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Society held on the 28th April, 1894, will be submitted for Confirmation as a Special Resolution:—

"That the new Articles of Association already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved, and that such Articles be and they are hereby adopted as the Articles of Association of the Society to the exclusion of all the existing Articles or Regulations thereof."

By Order of the Board,
N. J. EDE,
Secretary.
Hongkong, 30th April, 1894. [901

THE JELEBU MINING & TRADING COMPANY LIMITED.

A DIVIDEND of 10% for the Half-year Closing 6th FEBRUARY, 1894, having been declared, Coupon No. 8 is Payable at the BRANCHES of the CHARTERED BANK OF INDIA, AUSTRALIA, and CHINA, in SINGAPORE and HONGKONG on and after 3rd MAY, as follows:—

Lit. A. for 50 Shares with $25.00.
Lit. B. for 20 Shares with $10.00.
Lit. C. for 5 Shares with $ 2.50.

HUTTENBACH BROTHERS & Co.,
General Agents.
Hongkong, 5th May, 1894. [932

KELLY & WALSH, LIMITED.

Life of Sir Harry Parkes.
Memoirs of Dean Stanley.
Adventures of Sherlock Holmes—Conan Doyle.
Dodo—Very Popular Novel.
Guide to the Formation of Accounts of Limited Liability Companies.
The Busy Man's Handbook.
The Cruise of the *Mary Rose.*
Handbook of Gold Milling.
A 1 and A. B. C. Codes.
Statesman's Year Book, 1894.
Memoirs of Sherlock Holmes—Conan Doyle.
At the Sign of Four—Conan Doyle.
Those Foreign Devils.
All Along the River—Braddon.
Wife's Guide to Health and Happiness.
R. L. STEVENSON'S WORKS:—
Kidnapped.
Catriona.
The Wrecker.
Island Nights Entertainments.
The Master of Ballantrae.
A Footnote to History.
Treasure Island.
The Black Arrow.

DOLLARS & STERLING EXCHANGE TABLES 1/9 to 3/4, ascending by One Sixteenth of a Penny.

KELLY & WALSH, LD. [121

PORTLAND CEMENT
I. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & Co.
Hongkong, 11th April, 1893. [598

DAIRY PRODUCE!

THE HONGKONG DAIRY
(ESTABLISHED 1871.)
GARDEN ROAD, and CAUSEWAY BAY.

FRESH MILK.
FRESH BUTTER.
CREAM.
CREAM CHEESE
AND
NEW LAID EGGS.
ALWAYS ON HAND, FOR CASH, OR TO ORDER.

MILK FROM ONE COW FOR BABIES, BY SPECIAL ARRANGEMENT.

NONE BUT THE FRESHEST AND BEST SUPPLIED.
J. KENNEDY,
Proprietor,
GARDEN ROAD.
Hongkong, 1st May, 1894. [908

AUCTIONS.

PUBLIC AUCTION OF POSTAGE STAMPS.
TO-DAY (TUESDAY), MAY 8th, 1894,
AT SALE ROOMS, 17, PRAYA CENTRAL,
commencing at 2.45 P.M.
A QUANTITY OF INDIAN STATES and PERSIAN POSTAGE STAMPS.
On View from Monday.
No Catalogues.
SALE TERMS.—Cash on delivery.
A. E. SKEELS & Co.,
Auctioneers & Valuators.
Offices, 17, Praya Central.
Hongkong, 5th May, 1894. [936

FOR SALE BY AUCTION
AT THE SHANGHAI HORSE BAZAAR,
(To Dissolve a Partnership)
TO-DAY (TUESDAY), the 8th MAY,
THE WELL-KNOWN RACING PONY
DARE-DEVIL.

This Pony ran as 13.0 hands at the Shanghai Races, but as 12.2 hands at the last Hongkong Races.
Hongkong, 5th May, 1894. [934

NAPIER JOHNSTONE'S SQUARE BOTTLE WHISKY.

The sale of this good Scotch increases month by month. It is of Superb quality and of GUXIER, PALMER & Co.'s SELECTION.

Sole Agents for it—
LANE, CRAWFORD & Co.,
Hongkong.
[81

INTIMATIONS.

RENEWAL OF POLICIES in the STANDARD LIFE OFFICE.

30 days are allowed for the payment of the renewal premium in all cases, and 13 months under Policies of 5 years' standing, *without medical certificate,* on payment of a moderate fine; and if death occurs within these 13 months, it is the Company's practice to pay the amount assured, under deduction of the unpaid premium and fines. After the 13 months the Policy is forfeited, but the surrender value remains valuable for 5 years, as explained in the Company's Prospectus. Policies of less than 5 years' standing may also be renewed after the expiry of 30 days on liberal conditions.

DODWELL, CARLILL & Co.,
Agents, Hongkong.
2—916a]

THE EQUITABLE
LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

FINANCIAL SUMMARY,
31st DECEMBER, 1893.

Assets,	Gold $169,056,396
Surplus (4% Standard),	Gold $32,366,750
Income for Year,	Gold $42,022,605
Paid Policy-Holders during Year,	Gold $17,650,315
New Business Written,	Gold $205,280,227
Outstanding Assurance,	Gold $932,532,577
Paid Policy-Holders since Organization,	Gold $192,572,734

For further information, or to effect Assurances, apply to any of the Society's Agents.

SHEWAN & Co.,
General Agents.
Hongkong, 28th February, 1894. [a308

STEAM TO NATAL AND CAPE PORTS BY THE NATAL DIRECT LINE FROM CALCUTTA VIA COLOMBO.
(MESSRS. BULLARD, KING & Co.'s LINE.)

THE Undersigned having been appointed GENERAL AGENTS in CHINA and JAPAN for the above Line, are prepared to issue THROUGH BILLS OF LADING for NATAL, EAST LONDON, PORT ELIZABETH, MOSSEL BAY, CAPE TOWN, DELAGOA BAY, and BEIRA. The Steamers leave CALCUTTA and COLOMBO monthly.

Next sailing from COLOMBO, 9th June, S.S. "CONGELLA."

For Freight and further Particulars, Apply to
DODWELL, CARLILL & Co.,
General Agents for China & Japan.
Hongkong, 7th May, 1894. [947

DENTISTRY.

DR. J. SAKATA (from Japan), Mr. SUI SANG, DENTAL SURGEONS.
55, Queen's Road Central.
First Class Dentistry and Moderate Fees.
Consultation Free. [737

CUTLER, PALMER & CO.

Shippers to CHINA for over half a Century. Established in EUROPE in 1815.

This ancient House consign to us the well-known

4 STARS COGNAC, superb quality.
Price $23.75 per 1 dozen bottles.

The 3 STARS COGNAC about 3 years younger.
Price $22.00 per 1 dozen bottles.

The 2 STARS COGNAC, equal to Hennessy's.
Price $17.50 per 1 dozen bottles.

"PALL MALL" WHISKY, very old and high class. Each bottle bears an analyst's certificate. The Whisky is simply grand.
Price $21.00 per 1 dozen bottles.

HEART BOTTLE SCOTCH WHISKY, moderate in price, excellent in quality, a great favourite.
Price $15.50 per 1 dozen bottles.

BRODIE & CO.'S RARE OLD WHISKY, in "Squat" Bottles.
Price $11.00 per 1 dozen bottles.

GLENIFFER BLEND, OLD SCOTCH WHISKY.
Price $9.25 per 1 dozen bottles.

INVALIDS' PORT.
Analysed and Certificated by Professor Cassall.
Price $21.00 per 1 dozen bottles.

DOURO PORT,
Exceptionally good value.
Price $14.25 per dozen bottles.

SHERRIES,
AMOROSO.
Price $21.00 per 1 dozen bottles.
LA TORRE.
Price $17.25 per 1 dozen bottles.
Pure and natural wine, a tonic.
WHITE SEAL SHERRY—Popular at the Club.
dry, clear, and of good flavour.
Price $21.00 per 1 dozen bottles.

CLARETS
in Qts. and Pts.
MOUTON.
Price $29.75 per 1 dozen bottles.
LAROSE.
Price $17.00 per 1 dozen bottles.
MARGAUX-MEDOC.
Price $9.25 per 1 dozen bottles.

LIQUEUR.
BENEDICTINE, D.O.M.
Price $39.50 per 1 dozen bottles.

CUTLER, PALMER & Co.

Agents—SIEMSSEN & Co.,
HONGKONG.
[81

CUTLER, PALMER & Co.
WINE & SPIRIT MERCHANTS,
Established London and Bordeaux in 1815.
Shippers over half a century.
Apply to G. C. ANDERSON, of Messrs. JARDINE, MATHESON & Co.,
Hongkong.
[88

INTIMATIONS.

DAKIN, CRUICKSHANK & CO., LD.

AERATED WATER MANUFACTURERS.

SODA WATER,
AERATED WATER,
LEMONADE,
LEMON SQUASH,
SARSAPARILLA,
TONIC,
GINGER ALE,
&c., &c.

Made under the careful supervision of a qualified English Chemist.

EQUAL TO THE BEST ENGLISH WATERS.

SPECIAL RATES TO MESSES AND LARGE CONSUMERS.

VICTORIA DISPENSARY,
HONGKONG. [a24

NOTICE.

MAN LOONG (萬隆) have always for Sale all kinds of PRESERVED GINGER and SWEETMEATS of their well-known Manufacture.

Head Office—HONAM, CANTON.
Hongkong Office: No. 376, QUEEN'S ROAD CENTRAL.
Managers:—{ LEUNG YU SANG, WONG HOI CHOW.
Hongkong, 9th January, 1894. [a129

FOR SALE.

MUNICH BEER
LÖWENBRAU.

$14..........per case of 4 dozen quarts.
$15..........per case of 8 dozen pints.

EDUARD SCHELLHASS & Co.,
Sole Agents.
Hongkong, 7th September, 1893. [836

ORIGINAL SERIAL STORY ENTITLED "A RISING STAR," BY DAVID CHRISTIE MURRAY, Author of "By the Gate of the Sea," "Cynic Fortune," "First Person Singular," "Joseph's Coat," "Old Blazer's Hero," "The Way of the World," &c. Commenced Publication in *The Hongkong Daily Press,* OF (SATURDAY), 28th APRIL, 1894.

Mr. D. C. MURRAY'S new manuscript novel is a Love Story of Theatrical Life. The Story is full of interest, sparkling dialogue, and has a powerful plot.

Hongkong, 24th April, 1894. [868

J. W. KEW & CO.'S STEAM WATER BOATS.

PURE FRESH WATER.

THE attention of Shipowners, Agents, and Captains is called to the superior quality of TYTAM FILTERED WATER offered by J. W. KEW & Co., also to the advantages derived from their being able to supply their Water in one-fourth the time occupied by the old fashioned and obsolete hand pumps.

No impeding the loading or discharging of Cargo.

Call Flag W. Commercial Code.
J. W. KEW & Co.,
c/o Carmichael & Co. Ltd.
Hongkong, 10th March, 1894. [2615

HOTELS.

MOUNT AUSTIN HOTEL,
1,400 feet above sea level.

Telegraphic Address, "Excelsior" Hongkong, A.B.C. Code. — Telephone, No. 35.

NOTICE is hereby given that the Liquidator of the AUSTIN ARMS HOTEL and BUILDING COMPANY, LIMITED, in Liquidation, has sold this HOTEL to Mr. JOHN D. HUMPHREYS, who took possession on the 16th inst., and will solely be responsible for all debts incurred by the Management of the HOTEL from and after that date.

The Liquidator will pay all debts incurred during the Liquidation up to the 16th inst. and will collect all outstanding accounts up to the same date.

HART BUCK,
Liquidator.
Hongkong, 19th April, 1894. [1922

HONGKONG HOTEL.

Telegraphic Address: "Kremlin"—A.B.C. Code. — Telephone, No. 32.

THE most commodious and best appointed Hotel in the Far East, situated in the centre of the town, opposite the General Post Office and the Hongkong Club, and adjacent to Pedder's Wharf (the principal landing stage of the Colony).

The Hotel STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

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NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER,
Manager.
Hongkong, 18th November 1893. [a59

SHIPPING.

ARRIVALS.

May 6, TAKSANG, British steamer, 977, W. H. Freeman, Canton 7th May, General.—JARDINE, MATHESON & Co.

May 6, FOOKSANG, British str., 1,10, Spencer Wilde, Wuhu 28th April, Rice.—JARDINE, MATHESON & Co.

May 7, PAOTING, British str., 1,089, T. Gyles, Canton 7th May, General.—BUTTERFIELD & SWIRE.

May 7, AJAX, British steamer, 1,744, Goodwin, Shanghai 2nd May, and Amoy 5th, General.—BUTTERFIELD & SWIRE.

May 7, MALACCA, British str., 2,615, P. J. Case, London 16th March, General.—P. & O. S. N. Co.

May 7, ANCONA, British steamer, 1,983, W. D. Mudie, Yokohama 30th April, General.—P. & O. S. N. Co.

May 7, MEMNON, British str., 882, B. Brancli, Kudat 5th April, and Sandakan 2nd May, Timber and General.—BUTTERFIELD & SWIRE.

May 7, KUTSANG, British str., 1,495, W. Hull Jackson, Calcutta 21st April, Penang 28th, and Singapore 1st May, Opium and General.—JARDINE, MATHESON & Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
7TH MAY.

Canton, British str., for Shanghai.
Frejr, Danish str., for Hoihow.
Miike Maru, Jap. str., for Shanghai.
Ajax, British str., for Singapore.
Paoting, British str., for Shanghai.
Ask, Danish str., for Haiphong.
Fushun, Chinese str., for Shanghai.

DEPARTURES.

May 7, CHOWFA, British str., for Swatow.
May 7, DEUTERNOS, German str., for Samarang.
May 7, CANTON, British str., for Shanghai.
May 7, FUSHUN, Chinese str., for Shanghai.
May 7, FOOKSANG, British str., for Canton.
May 7, NANCHANG, British str., for Canton.
May 7, SEINE, British str., for Singapore.

PASSENGERS.
ARRIVED.

Per *Malacca,* str., from Singapore.—296 Chinese.

Per *Ajax,* str., from Shanghai, &c.—Mr. Sandins, and 370 Chinese.

Per *Memnon,* str., from Borneo.—Mr. Harte de Ruyter.

Per *Ancona,* str., from Kobe for London.—Mr. S. P. Gulliver. For Singapore.—Col. H. R. Spearman, Mrs. Spearman, and Miss Sutherland. For Hongkong.—Mr. C. Gregory. From Nagasaki for Hongkong.—Mr. J. Ott Hirt, and 18 European deck.—Crew of sailing ship *Drumella* stranded at Takeshima, viz.:—F. Sisnell, Geo. Bial, Wm. Williamson, Jno. Halgren, H. Hutchinson, M. Anderson, W. Sparkes, A. Hanson, J. Jacobsen, F. Saunders, Wm. Chard, S. Hanlon, T. White, A. Lawrence, W. Dimmock, P. Doran, C. Abrahamsen, and R. Smith.

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HONGKONG HOTEL.

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Mr. C. H. Allen	Mr. R. Lyall
Mr. & Mrs. Aldridge	Mr. G. Macleay
Mr. A. Andisacre	Mr. B. Maxwell
Mr. M. Asada	Mr. J. McBain
Rev. S. A. Bayles	Mr. C. J. R. Le Mesurier
Mr. C. Bell	Mr. T. Mitchell
Graf. von Bismarck	Mr. W. Parfitt
Mr. J. N. Christie	Mr. & Mrs. Parkes
Dr. H. Danneberg	Mr. C. J. K. Poole
Dr. & Mrs. Sharp Deane and child	Mr. W. G. Reddie
	Mr. W. M. Robertson
Mr. E. H. Derrick	Miss Robinson
Mr. A. Dietrich	Mr. S. Rustomjee
Mr. W. A. Duff	Mr. G. H. de Ruyter
Mr. G. Fenwick	Mr. F. E. Shean
Lieut. R. Fielden	Mr. A. Stewart
Mr. H. C. Forde	Mr. A. J. Sundius
Mr. T. S. Galpin	Mr. T. Tatlock
The Misses Galpin	Mr. G. Thomson
Mr. D. Galvao	Mr. H. A. S. Thomson
Mr. S. G. Hedderwick	Mr. R. v. Hesse-Wartegg
Miss F. M. Imandt	Mme. Minnie Hauk de Wartegg
Mr. S. Iwasaka	
Mr. M. Jones	Miss Weir
Genl. D. Kemper & 2 son	Mr. & Mrs. S. Wells
Miss Kemper	Miss Wells
Mr. J. Kinghorn	Mr. W. Williams
Baron & Baroness de Ladario	Captain Wo[illegible]

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	Mr. C. Maleah
Mr. W. Bliss	Mr. H. F. Meyerink
Mr. Breuuir	Mr. E. J. Moses
Mrs. Brennan & 2 children	Mr. & Mrs. W. L. Muir
Mr. H. E. Bozahall	Mr. W. Murray
Mr. G. W. Brown	Mr. E. F. Peake
Mr. J. R. Coughtrie	Mr. W. Rootsfield
Mr. F. Carling	Miss Scrivener
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	Mrs. F. Walker, child & maid
Mr. & Mrs. Judd & child, and governess	Mr. A. Fitzgerald Watt

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Lt.-Col. M. Clamorgan	Mr. Isaac C. Morales
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Mr. A. O'D. Gourdin	Mr. L. Tamet
Mr. J. Hansen	Mr. Thomas
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Mr. T. O. Jones	Mr. C. J. Tyndale-Lea
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ABERDEEN DOCKS.—
KOWLOON DOCKS.—Agnes.
COSMOPOLITAN DOCK.—

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [652

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USED FOR 16 YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.

Sole Agents for China,
SCHEELE & Co.
Hongkong, 25th January, 1892. [1242

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RATTAN FURNITURE of every description.
CHAIRS, COUCHES, TABLES, BASKETS,
CHILDREN'S COTS, &c., &c.
LATEST PATTERNS, BEST WORKMANSHIP.
ALSO,
RATTAN CORE, SPLIT RATTAN, CANTON REED,
And Sundries of all Kinds.
Hongkong, 25th January, 1894. [2444

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 10.30 a.m. ......Every quarter of an hour.
11.30 a.m. to 12.30 p.m. ......Every half hour.
12.30 p.m. to 2.30 p.m. ......Every quarter of an hour.
3.30 p.m. to 8.00 p.m. ......Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.
Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.
10.30 a.m. and 10.45 a.m.
Noon to 2 p.m. ......Every quarter of an hour.
3 p.m. to 8 p.m. ......Every quarter of an hour.
Night cars from 9 p.m. to 11 p.m., every half hour.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 10th January, 1894. [720

INTIMATION.

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CHEMISTS BY APPOINTMENT.

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MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

COAST PORT ORDERS,

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The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
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GINGERADE

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Botica Inglesa, 14, Escolta, Manila.
The Canton Dispensary, Canton.
The Dispensary, Foochow.
The Hongkong Dispensary, Hankow.
The Hongkong Dispensary, Tientsin.
London Office, 3, Fenchurch Buildings, E.C.

Hongkong, 7th May, 1894. [20

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to "The Editor."

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have appeared in other papers will be inserted.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited. Only Supplied for Cash.

Telegraphic Address *Press*.
P. O. Box 30. Telephone No. 12.

DEATH.

On the 10th April, 1894, at Navsari, EDULJI MUNCHERJI VAID, father of Kavasji Edulji (Vaid). Aged 84 years. [952

The Daily Press.

HONGKONG, MAY 8TH, 1894.

THE Singapore Debating Society has been discussing the question "That at the present time an income tax should be introduced into the Colony." One of the speakers, Mr. BROMHEAD MATTHEWS, very pertinently remarked that this was a very dangerous question to raise, and he referred to the bearing the discussion might have on the military contribution question and the efforts that are being made to have the amount of the contribution reduced. The chief interest of the debate, however, lay in the remarks made by the Hon. W. R. COLLYER, the Attorney-General, who is the President of the Debating Society and seconded the motion. He was, of course, not speaking as the Attorney-General, but the views he expressed are those held by the Attorney-General, and they would no doubt be acted upon by him should the question ever present itself to him officially. Having expressed his approval of an income tax in the abstract, Mr. COLLYER went on to say that the great difficulty felt in the Straits was that the revenue was so inelastic. He referred to the opium revenue, and the falling off which had taken place in that source of income, and said that whether the demands of the exchequer were more or less in one year than in another, there was not the same elasticity about such a tax as that on opium as there was in one like the income tax. An income tax is no doubt an elastic one; it is such an easy matter to add a penny to it whenever the revenue does not balance the expenditure. In the abstract, too, the tax may be a fair one; but it would be impossible to apply it in places like Singapore or Hongkong. Mr. COLLYER said it had not been shown how an income tax would be inappropriate, nor that it could not be collected as well as in England, nor that the same safeguards with regard to exemption would not apply. In reply to this the failure of the experiment in India was referred to and appears fairly conclusive. But so far as the local circumstances of Singapore are concerned, and we may add Hongkong, for the circumstances of the two colonies are similar, scarcely such evidence is needed, for to any one having experience of the Chinese the hopelessness of securing from them anything like an approximately accurate statement of their incomes must appear self-evident. Mr. COLLYER, however, is a new comer in the Straits and has evidently not yet become familiar with the local conditions. In Hongkong fortunately the public finances are not embarrassed to the same extent that they are in the Straits, and with the economies in expenditure that are expected to result from the labours of the Retrenchment Committee, it is permissible to hope that the day when it will be necessary to consider increased taxation may be very far distant. If such a day should ever arrive, an income tax ought to be one of the last expedients thought of. With regard to the amount paid to the Imperial Exchequer for military protection, Mr. COLLYER said in the Singapore debate he could see no reason why for the same protection there as in England the same sum should not be paid. There was no doubt that the British taxpayer paid far more for his protection than did the inhabitants of the Straits, who he believed were the most lightly taxed of any under the British sceptre. That may be, but it must not be forgotten that the lightness of taxation, especially the freedom of the ports, and the absence of any such harassment as would attend the collection of an income-tax, has been one of the principal factors in building up the prosperity of the Far Eastern Colonies. And light as taxation may be in Hongkong, as compared with what it is in England with its enormous wealth, the fact must not be lost sight of, in considering the case of this Colony in particular, that it is heavy from the native point of view, and that many who would be glad to keep their families here on account of the greater security and other advantages they would enjoy, are nevertheless compelled for economical reasons to keep them in China.

The delivery of the English mail was begun at 8.55 p.m. on Sunday.

The Austrian Lloyd's steamer *Gisela* left Singapore for this port on the 6th inst.

There were 2,138 visitors to the City Hall Museum last week, of whom 241 were Europeans.

The *Empress of India* arrived at Nagasaki at 7.30 a.m. yesterday and left at 4 p.m. for Kobe, Yokohama, and Vancouver.

The O. & O. steamer *Belgic*, with mails, &c., from San Francisco to the 19th ultimo, arrived at Yokohama yesterday, and will leave for this port on the 9th instant.

The movement for the establishment of a Club at the Peak has now taken definite form, and "The Homestead," the property of Mr. Granville Sharp, has been rented for the purpose.

The O. & O. steamer *City of Rio de Janeiro*, which left Hongkong April 12th for San Francisco via Nagasaki, Kobe, Inland Sea, and Yokohama, arrived at her destination on the 6th inst.

A football match between the Hongkong and Shanghai Bank and the Chartered Bank of India, Australia, and China was played at Leyton on the 31st March and won by the Hongkong Bank after a fairly evenly contested game by one goal and a try to nil.

From the March returns of the London Produce Clearing House, Limited, we learn that future delivery business was done in silver on the 5th at 26⅛d. for June delivery, which was the lowest point touched during the month, the figure on the 31st March for July delivery being 27⅛d. The highest point touched was 27 13/16d. on the 7th March.

The Band of the 1st Shropshire Light Infantry will play the following programme at the Officers' Mess this evening, commencing at 8 o'clock:—

Overture .... "The Barber of Seville" ...... Rossini.
Morceau de Salon "Showers of Rice" .... Lovey.
Reminiscences of Offenbach .... Winterbottom.
Valse .... "Roses from the Ball" ...... Döcker.
Selection .... "The Mountebanks" .... Cellier.
Intermezzo "On the Road to Moscow" Paul de Hoety.

Mr. J. D. Scott writes to the *St. James's Gazette*:—It may perhaps interest some of your readers to know that the identical cage in which Mrs. Noble was carried about in China is still to be seen at the Royal United Service Museum, Whitehall. I have seen it quite lately and can vouch for the genuineness of the article; but even I had not realised how small it was. The model of a female figure has been placed in it; but as it is that of a Chinese woman, who are generally small, it does not in the least represent the torture Mrs. Noble, who was taller than most women, must have endured.

The last number of the *China Review* contains a continuation of Mr. E. H. Parker's paper on Turko-Scythian Tribes, a translation of Minister Sieh's memorial addressed to the Emperor recommending the repeal of the law against Chinese emigrating to foreign parts, a contribution by Mr. P. G. von Mollendorff on the Ghilyak language, a readable paper by Mr. C. A. Montalto de Jesus on Macao's Deeds of Arms, a useful and interesting paper by Mr. William Stanton on the Triad Society, and "A Comparative Study of Northern Chinese Dialects" by Dr. A. Forke, together with the usual notices of new books and other literary intelligence.

We are indebted to the Spanish Consul for a copy of the following telegram despatched from Manila at 5.03 p.m. yesterday:—"There are indications of a depression to the East of Luzon." When depressions begin to be reported we may hope that the much longed for rain is not far distant. There is, we believe, enough water in the reservoirs to last for ten days more at the present limited rate of supply, and if rain does not fall by that time the position will be serious. Some years ago when a water famine prevailed enquiries were made from the shipping in harbour as to what amount of water could be obtained from their condensing apparatus, but fortunately rain fell in time to prevent the necessity of recourse to that source of supply.

—Mr. Killelea, who was here about two years ago, is still wandering over the face of the earth, bringing to light its beauties, and may be some of its horrors, for the entertainment and instruction of the world in general and the benefit of the famous firm of art publishers, Messrs. Kiburn Bros., of Littleton, New Hampshire, in particular. To enable us weary exiles to keep in the foremost files of time he has brought with him two of Edison's latest phonographs, which will give us not weak imitations but the actual voices of the great speakers and the famous singers of the day, from orations that are stirring the soul of humanity down to the latest comic song, and the sounds of all sweet instruments executed by the greatest talent of the time can all be heard at the Victoria Hotel for fifty cents, which is only a shilling. As Mr. Killelea proceeds to Manila by an early steamer this treat will only be available for a few days.

From the *Rising Sun* we learn that Captain Astromoff, I.R.N., late commander of H.I.R.M.S. *Sivoutch*, died at Nagasaki on the 18th ult. of heart disease, after a short illness, and on the 20th his remains were interred in the foreign cemetery at Inasa, with full naval honours. The funeral procession from Naminohira Hill to the Sagarimatsu Hatoba and across the harbour in boats was most impressive, the solemnity of the event being enhanced by the appropriate music played by the band, and by the minute-guns fired from the *Sivoutch*. The deceased's wife was in attendance as chief mourner, and amongst those who formed the procession were Governor Ohmori, Admiral Tyrtow and staff; Captains Elchaninoff, Lavroff, and Spitsky, and a large number of fellow officers, several foreign Consuls and a number of private residents, detachments from three Russian men-of-war in port, etc. In accordance with the usual custom the flags of the various Consulates and men-of-war were lowered to half-mast during the funeral ceremony.

The *Japan Herald* writes as follows on the opening of the Yokohama tea market:—The market for new teas opened fully a week earlier than usual. A few small parcels arrived in time for shipment by the *City of Rio* and the *Empress of China* on the 21st April, but the *Gaelic* leaving May 4th will really be considered the first steamer of the season; as the amount of tonnage available by her is, however, but limited, shipments will consequently be comparatively light. Arrivals of new leaf to date amount to about 3,000 piculs, which have been eagerly bought up at higher dollar prices than were paid last season, but owing to the present low rate of exchange the laying down cost will be considerably lower than last year's figures. The quality of the crop, so far as can be judged at present, is decidedly better than last season's, especially as regards the leaf, but the cup quality does not show much improvement. The prices ruling at present are: Fine $31-$33; Finest $34-$36; Choice $37-$39; Choicest $40-$44; and Extra Choicest $45-$50 per picul.

At the annual meeting of the Canadian Pacific Railway Company, held at Montreal on 4th April, all the proceedings were unanimous. The report for the year 1893 shows that the gross earnings amounted to $20,962,317; the expenses to $13,220,901, and the net earnings to $7,741,416. The interest earned from deposits and loans amounted to $209,862 and the fixed charges to $5,338,597. The surplus for the year, after payments of dividends, amounted to $817,682, and the accumulated surplus to $116,213. The directors hoped that the loss of the first quarter would be made up later, but the extraordinary decline in the price of wheat and the depression in trade on the Pacific coast caused a loss during the last two months of the year, and a decrease in the earnings has to be reported for the first time. Notwithstanding the unsatisfactory traffic returns, the company's position at the end of the year was exceedingly good.

The British ship *Drumeltan* was stranded on the 25th ultimo on Naghanoshima, South Tanemura, Kumage-gun. Part of the crew arrived here yesterday by the P. & O. steamer *Ancona*, Captain Cowel and the officers and apprentices remaining at Nagasaki. The *Drumeltan* was a four-masted vessel of 1,833 tons net register and was on a voyage from Shanghai to Tacoma in ballast when the disaster occurred. She left Shanghai on the 19th April and on the night of the 25th, after a period of thick hazy weather, she was found to be close inshore, having evidently been carried in by the current, and before she could be put about she grounded. It was calm at the time and the crew remained on board until next day, when they landed in the ship's boats, afterwards proceeding to Nagasaki. The owners of the *Drumeltan* are Messrs. Gillies and Chadwick of Liverpool. Her last voyage was from New York to Shanghai with a cargo of kerosine.

"IN SOCIETY" AT THE CITY HALL.

A large and appreciative audience witnessed the performance of "In Society" at the Theatre last night, and although the thermometer was very high and fans were in requisition, the trifling discomfort was scarcely noticed in the enjoyment of the piece. As usual the attention of the house was absorbed in the interest of the play and the frequent applause evoked by the admirable acting testified to the thorough appreciation of the audience.

"In Society" is a play which has appeared under various titles and been identified with many notable names. It illustrates the love affairs of the Baroness d'Ange, a lady with a past who has become imbued with the determination to be married. Her futile efforts in this direction constitute the "plot" of the piece and the story of her intrigues for this purpose provide many opportunities for very forcible and effective acting. In spite, however, of forged certificates and very cunningly laid plans the Baroness is unable to capture the coveted partner of her joys and the piece ends at a point at which it might well be continued. The Baroness declares her intention to devote her life to charitable and philanthropic work, but the fall of the curtain in the last act fails to leave any satisfactory feeling in the minds of the audience.

Though the play in itself possesses little of merit, having no particular purpose or story, there are many opportunities in it for good acting. As the *Baroness d'Ange*, a widow of title who never had either husband or title and who is an accomplished prevaricator, Mrs. Potter was admirable. Throughout the whole of the play she was most pleasing, graceful, and charming, and of course tastefully costumed. As usual, she acted with spirit and force and was always, when on the boards, followed with keen interest by the audience. Mr. Bellew in the *role* of *Olivier de Jalin*, an artist with a social position, was in his most courteous and vivacious mood and displayed his ability to the best advantage in a part which suited him well. The minor roles were also adequately filled. Miss Sallie Booth personated the *Viscomtesse de Verniere* capably, and Mrs. Crofton did full justice to *Madame de Santes*. As *Raymond de Nanjac* Mr. Arthur Bawtree played with spirit and as *M. de Santes*, the indifferent husband, Mr. Russell Crawford did what little he had to do with ability.

To-night the Company will perform "Forget-me-not" at Canton and on Thursday we shall see them again in "Camille." For Saturday "She Stoops to Conquer" is billed.

HONGKONG RIFLE ASSOCIATION.

Twelve members shot for the New Short Range Subscription Cup on Saturday afternoon. Mr. W. Duncan won the cup and net spoon and Commander Ashe, R.N., took the aggregate spoon. Appended are the scores:—

	200 yards.	300 yards.	Total.	H'cap points.	G. total.
Mr. W. Duncan	32	28	60	3	63
Mr. N. Gillies	26	27	53	9	62
Mr. W. McDonald	30	19	49	12	61
Mr. W. Stewart	22	19	41	20	61
Lieut. Howell, S.L.I.	31	27	58	2	60
Commoder Ashe, R.N.	33	26	59	0	59
Mr. A. Chapman	32	21	53	4	57
Major Eyton, S.L.I.	31	24	55	0	55
Capt. Palmer, O.S.D.	31	20	51	4	55
Capt. Walman, S.L.I.	23	26	49	5	54
Mr. G. L. Duncan	19	23	42	6	48
Mr. T. Spafford	19	2	21	20	41

POLICE COURT.

7th May.

BEFORE MR. H. E. WODEHOUSE.

ALLEGED ARSON.

Chan Sik Ming and Chan Si Ki, apprentices, were charged with attempting to set fire to No. 7, Queen's Road West, occupied by Chü Kwok Ting.

Complainant stated that on the 6th inst. the first defendant, who had previously been employed by the firm, came into the shop carrying up his sleeve a large joss stick. About 11 o'clock at night witness was awakened by a flash of light and saw the joss stick burning behind the counter near a box containing shavings, which had become ignited. It appeared that the joss stick was wrapped round with matches and a packet of gunpowder which complainant believed had been ignited when he was awakened by a flash of light. The accused had been in complainant's employ for about twelve months. He had beaten the first defendant for negligence.

Wing Shing, sergeant interpreter at the Central Station, said that when charged the first defendant said, "Yes, I did set fire to it. The second defendant bought the candle and gunpowder." Second defendant replied "The first defendant told me to buy the joss stick."

His Worship committed both prisoners for trial at the Criminal Sessions.

BEFORE COMMANDER W. C. H. HASTINGS.

Fuk Ha, a coolie, was charged by Mr. J. H. Logan, preventive officer, Hongkong, Canton and Macao Steamboat Company, with having 650 taels of prepared opium in his possession on board the *Powan* on the 5th inst.

Mr. H. L. Dennys defended.

Fung Shing said that at 9 p.m. he was going from the lower to the upper deck on board the *Powan* when he met the defendant with a box on his shoulder. He accosted the defendant, who said that he did not know what the box contained.

Defendant produced a certificate from the Opium Farm and was discharged.

The Queen has laid out about £25,000 within the last three years on the new Indian Room at Osborne, and now a further addition is to be made to the palace, which will involve a total expenditure of some £7,500. It has been decided to enlarge Osborne House by adding twenty-four bedrooms and two bath-rooms. These new rooms are intended for members of suites and servants, as when the palace is full during the Queen's summer residence there, the accommodation is quite inadequate. Much inconvenience has been experienced, particularly during the annual visit to Cowes of the German Emperor.

It was alarming enough to read the other day of the ingenious villain who, in order to get rid of his virtuous rival, smeared the door handle of a room the latter was about to enter with a mixture of serpent's venom and powdered glass. This was only done in a novel, however, but now, it seems, that poisoned gloves (*à la Medici*) are being actually sent round to prominent Russian officials by Nihilist enthusiasts. But up to the present time no mischief has been done, for, to a man, the officials have refused to put their hands in the gloves sent to them. On the other hand the malicious senders already find in several cases that they have put their foot in it!

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

"INTERESTING CASES."

TO THE EDITOR OF THE "DAILY PRESS."

Just as you are pleased at finding faults, you are displeased at finding perfections.—Lavater.

SIR,—My reason for not silencing the mean and cowardly prattle of the garrulous sermoniser, who dared to tase me with my own weapon, and under the vague initial "W." bully the poor dead man Marshall, is that it would have been time, ink, and paper uselessly expended, especially as his letter was thoroughly impregnated with the high social and moral odour of the "Model Settlement" of Shanghai, whose standard of morals, although he adopts it, is beneath my notice and below contempt. If this mawler of the dead dislikes the good old saying *De mortuis nil nisi bonum*, he would hate it still more if in this case *verum*, as it should be, were substituted for *bonum*. I am glad to see, however, that he has not altogether passed off unchallenged and unreproved, and that others besides myself see the injustice and inhumanity of his attack. In spite of all that has been said, and all that is said to have been done for poor Thomas Marshall, I adhere to all that I wrote in my first letter, and no bigoted Shanghailander with his kick-a-dog-when-he-is-down policy will change or bias the opinion I have formed concerning him or his death. We have no right to set ourselves up as the exemplary judges of those living or, much more, of those departed. *Let the dead past bury its dead.* Let their bones repose in undisturbed peace and their souls in harmonious tranquility until the Great Day of Judgment. If we but defer our decision and reserve our sentence for that great day we shall then have quite sufficient to do to answer for our own manifold transgressions without heeding those that do not concern us. If the gentleman under review is a latin scholar, I respectfully beg to take leave of him with the following quotation, *Mortuo leoni et lepores insultant*, which I think is applicable if not appropriate in this case.—I am, sir, yours very faithfully,

C. J. H. H.

Hongkong, 7th May, 1894.

OUR PARIS LETTER.

PARIS, 7th April.

After each explosion of an anarchist bomb, public indignation rushes up to boiling point; but it runs down as rapidly when some new event intervenes, as a fight with the Omnibus Company over the correspondence tickets or the phenomenally sunny weather that is suspected, out of sheer love of opposition and incredulity. Then when relative calm ensues, *pif! paf!* another *memento mori* bomb from the anarchists of course exploded where never expected, and again the squirrel in the round cage of indignation. And this Ixion-ever-turning cycle of barbarity and scare promises to endure. The bomb placed under a flower-pot on the outside of the window-sill of the Café Foyot confuses even conjecture. Perhaps it was intended to facilitate the inquiries of Colonel Majendie, who has come from London to study how the anarchists work in Paris. The restaurant Foyot is in a quiet branch street near to the Senate, and the latter is guarded by soldiers; close by are the barracks of the mounted police. But anarchy, like love, laughs at locksmiths; the tavern itself is famous for its *bombes*, but they are made of ice and cream; and melt, never explode. The Senators being on vacation the end could not have been to hoist the Fathers, but to show that, like *Figaro*, the anarchists are here, there, and everywhere, constantly turning up like a bad shilling or a poor relation. They select no particular social layer; they prefer to destroy Society *en bloc*—the best method to comprehend the 1789 Revolution, according to M. Clemenceau—and while indifferent to massacres of men, women, and children, only display anxiety to shield themselves. They do not mind if some of their own well-wishers be jellied by the green powder, the iron chips—the hob nails, bullets, and spikes of old spars that compose their canister shot.

Thus, in the Foyot explosion, their own poet laureate, M. Tailhade, was hit; his eye was not blown out of but into his head, and an anarchist trade-mark further effected by opening his skull from eye-brow to ear. He is a "young man" of good family, rich, and related to men in power; he poses by his paradoxes, and exercised the poet-license by celebrating the "beautiful *gests*" of Vaillant, not when his head was struck off, but after he pitched his bomb into the midst of the deputies. The poet also sang the glories of the anarchist "propagation by action," and they repaid him by their peculiar poetic justice. It will be interesting to glance at Tailhade's next edition of his poetry, as to how far it will be revised and corrected. He is a masher in get up; is 37 years of age—at thirty says Young, man suspects himself to be a fool—wears a Henri IV. beard, and has a stoop, perhaps due to the Atlas burden of his stanzas. He has a disagreeable crow-catarrh voice. But as Toodles explained to Miss. Fox, his rough voice was due to "ashes, Mam, not crustiness."

The royalists and the advanced republicans—for extremes meet—need not expect to make capital out of the epidemic of anarchy. The advent of a king could not cure that "erin" by "touch;" nor will opinion accept the republican theory that the anarchists are lunatics—with a terrible method in their madness, however—and merit but an asylum, cold douches, and straight jackets. The scoundrels who tranquilly and deliberately prepare their explosives and *mitraille*, study where to place their weapon, concerned only to secure a safe-retreat from the death they dole out to an assembly of innocents, must be exterminated. The only law for them is the *lex talionis*. Their fury, however blind, is always surrounded with prudence. It is they who attack, who fire the first. If the assassins desire to escape death for their misdeeds, let them commence by observing the Decalogue—"Thou shalt do no murder."

Not the labouring classes, but the militant Socialists, are fomenting for May-Daying. It will be dangerous work in the present state of irritated opinion and the wave of authoritism that animates the Government to play at manifestations. There is no music to be thrummed out of that guitar. The true artisans have taken up position, to await the report of the Grand Parliamentary Commission that is dealing with the several projects for the amelioration of labour. The Platt-Salford experiment of eight hours a day has made a profound impression on the employing and the employed classes in France; so has the new scheme of work hours adopted in the English dockyards and War Office department. Labour has everything to gain, in France by patience. Victory is often only the science of waiting. To enable capital and labour to reconcile their differences the public will be expected to contribute its share to that triple alliance by accepting augmentation in prices; so far as no partner obtains all the cake, or can pull all the blanket over himself, no objection is to be made. Humanity henceforth has entered into political economy.

M. Charles de Lesseps has been formally struck off that head roll of fame, the Legion of Honour. It was "a thing got to be done," after his being sentenced to imprisonment. His father is not included in the strike out because he has never been legally condemned for Panamaism; neither has M. Tower Eiffel, who apparently secured one of the golden eggs when the goose was killed. The bell, book, and candle-light excommunication from the order of the Legion of Honour is painfully simple and severe. A thief on the cross may be pardoned at the twelfth hour and be guaranteed paradise, but no such amnesty can be expected when the Chancelloris of the Order shuts the door against an alumnus. President Carnot being the Grand Master of the Order, when a member's conduct is questionable, he forwards the plaint to the Council of the Order; they decide if the offender is to be acquitted, or censured, suspended, or expelled, and the President ratifies the finding. As an officer in the army and navy when arraigned at once deposits his sword, so a member of the Legion of Honour who has gone wrong hands in his cross, his red ribbon or rosette, and his parchments. Found guilty, the accused is ruled "to have failed in honour and unworthy to continue to belong to the Legion." The Commissary of the Police of his ward, or if in the provinces the local representative of the public prosecutor, invites the condemned to come and hear the sentence read, and to give a receipt for the copy of same handed him. More generally the official in a spirit of charity calls on the dishonoured. If the address of the latter be unknown, a copy of the sentence is left with the concierge of his last known home, and noted on the register where he has been civilly baptised. *Il finit-la musique.*

Newspapers in France cannot adopt the coupon system of working advertisements; but they can offer prizes to subscribers, from a box of a dozen oranges up to a Gladstone bag and a knock-about suit of clothes. Only Rochefort's paper has adopted the scheme of guaranteeing a free insurance to the possessor of a copy of his paper in case of accidental death. But the French do not see the advantage of securing a lump of money to pay Charon for ferrying them across the bourne from whence no traveller returns. Nor does the plan of money rewards for solving letter or word puzzles attract, the recompense is too trivial—a few francs to indemnify for the wear and tear of brain, and a diploma with a tricolor ribbon attached, asserting the recipient's ability as a cryptographist, is not remunerative. Neither the butcher, nor baker, nor the monte-de-piété will advance anything upon it, and if persisted by a detective it may lead to arrest as a new explosive or the proof of adhesion to some illegal society. Still those newspapers, and not a few of an unimportant character, that undertake to purchase goods at a reduction below retail prices for original subscribers and constant readers do make money. But the syndicate of shopkeepers is to indict them for trading without a licence. Like May, the newspaper never is, but always to be, blessed.

The sister republic, Switzerland, is again down on France for her China wall protectionism. Helvetia will no longer permit the railway to deliver bundles of French newspapers; for the future each copy must pass through the post office. That will be a blow for the French press. Retaliation is out of the question, as few Swiss journals enter France.

The weather continues to be as splendid as any invalid or the proprietor of a duck of a bonnet or a new hat could desire. The only objection urged is that the more genial the weather, and the more rapid vegetation, the more spring salads, potatoes, &c., milk, butter, and soft cheeses, run up in price. Food supplies never run down in France; the present market excelsiorism is attributed to the timely prudence of sellers, who anticipate the Minister of Finance is about making a sensible increase in the demands on the tax-paying pockets of patriots, including those foreigners permitted to share—Hobson's choice—in that side of French hospitality, and which is truly proverbial.

M. de Lanessan, the Governor of French Indo-China, has arrived in Paris, with a suite worthy of a Republican Durbar. He will have a hot time of it, as he is accused of having mined that Empire. He himself asserts that Tonkin, Annam, &c., could not be more prosperous. His adversaries commence by naming his successor, and M. Yves-Guyot, ex-Minister of Public Works, and present editor of the *Siècle*, is selected as the coming man. If so, the appointment is unobjectionable. Guyot would reduce the high tariffs in the colony, as he is a noted free trader, and he would organize inducements for young men to settle down in the Far East, which they would do, only it is so far away from the Boulevards, the five o'clock absinthe, and no excursion trains thereto on Sundays.

The *Soleil*, the organ of the Comte de Paris has raised a hornet's nest about its ears. It attributes the decadence of the population of France to the abolition of the law of primogeniture, and many think like the journal, and to the ideal that has been implanted in the minds of parents of the well-to-do classes, to limit their family to one or at most two children, who can lead a life of idleness on their wealth. Hence the reason the population dwindles in France, and flourishes like the seed of Abraham in Canada, the States, England, Germany, Russia, and in other philoprogenitive realms. Emile Augier hits the nail on the head in one of his plays, where he represents the attorney, Chabrière, so overjoyed at the prosperity of his business that he exclaims to his wife in Caudle confidence, "if that continues we can give ourselves the luxury of a second infant." In France to-day a second little stranger is viewed as the barometer of material well-being. Baby number two is a "luxury."

A wife and husband drew up a deed divorcing one another in the sense that each was free to lead what life they pleased. The wife at once took a lover home like Mrs. Johnson; the husband disliked this and had her and her morganatic husband arrested. The culprits were only fined 50fr.

Recently a man and a miser forgot his pile of 105,000fr. in notes in a 'bus; the conductor found it; the owner gave him 20fr. reward only. The police Préfet, disgusted at that, calls upon the owner to establish how he acquired the money.

THE "KWANG TUNG" AND "NGAPOOTA" COLLISION.

As already reported, the above Straits owned vessels came into collision off Pangkor at midnight on the 23rd April. The following further particulars are taken from the *Penang Gazette*:—

25th April.

The probability is that all on board the *Kwang Tung* have been rescued. Thirty more passengers from the *Ngapoota* were brought into Port Weld this morning by Inspector Hughes from Pasir Hitam, and have gone to Penang in the steamer *Dindings*.

The deplorable collision recorded above, attended with the loss of several lives—actual number not known yet, but estimated to be under sixty—was between two well-known vessels which ply between this and Telok Anson. The master of the *Ngapoota* was Capt. Witt and of the *Kwang Tung* Capt. Cobb, two of the most popular ship-masters in these waters. It appears that Capt. Witt was on the eve of leaving for home, this sad trip being the last he intended making before his departure. It is not, however, known for certain that he has been drowned.

The managing owner of the *Ngapoota*, Mr. Cheah Yu Kay, has kindly furnished us with the following additional details. The *Ngapoota* sailed from Telok Anson for this port at 5 o'clock on Monday evening. She left Pangkor at 10.30 p.m., and the collision took place at about 12.31 a.m. on Tuesday, after she had passed Tanjong Hantu. At the time of the collision, the captain and chinchew, Mr. Lim Hock Seng, were on the bridge, lying down in their long chairs. Mr. Highet, the engineer, was in his room filling his pipe when he heard the whistle blow, and he ran out and he heard the telegraph bell ring. He had no time to reverse the engines, as the vessels just then collided. The *Ngapoota* was in charge of the Malay gunner. She was struck amidship on the right hand side, and sank within five minutes. The vessel carried three boats, two of which were smashed and the third got away with 48 men, including the chinchew, engineer, a few firemen, coolies, sailor, and some passengers. Some men were picked up by passing sampans. No word has been received as yet about Captain Witt. The number of passengers on board were 80, and the crew consisted of 30 men all told.

The *Ngapoota* is a vessel of 88 tons and 60 horse-power, and was built in Glasgow. She is owned by the Hong Hock Steamship Company, and was partly insured for $12,000. The steamer had a cargo of 1,400 slabs of tin and a quantity of gutta percha.

The *Taw Tong*, owned by the same Company, is at present waiting at Pangkor in search of passengers; and we understand that the *Flying Dragon*, which arrived here last night from Port Weld, having the chinchew and engineer of the *Ngapoota* and a few of the passengers on board, was despatched early this morning to discharge the *Kwang Tung*.

—On enquiring at the office of the owners of the *Kwang Tung*, we were informed that the *Kwang Tung* is of 147 tons, and 75 horse-power. She had a crew of 33, and was conveying 131 passengers for Telok Anson from this port. She sailed at 4.15 p.m. on Monday with a full general cargo. In reply to a telegram despatched this morning, the owner of the *Kwang Tung* has received the following from Mr. G. B. Thomas, chief clerk of the Customs at Port Weld:—"Brasset, just arrived, reports *Kwang Tung* ashore at Telok Sera, damaged."

Telok Sera is about six miles north of Tanjong Hantu.

—Captain Robinson, of the *Mary Austin*, kindly sends us the following account:—

On the night of 23rd instant, about 10.30 p.m., the *Ngapoota* left Pangkor with it is said about 130 passengers, many of them women and children, bound for Penang. She had also about 1,400 slabs of tin. All went well (it being a fine, clear moonlight night) till about 12.30 a.m. on the 24th, when the *Kwang Tung* came apparently full speed into the starboard side of the *Ngapoota*. From information gathered from some of the survivors, it appears that the *Kwang Tung* was sighted at midnight on the starboard bow showing the signal lights in ahead and green, and ostensibly passing on their respective courses to clear each other. My informant states that from soon after making her (the *Kwang Tung*) out till the sad disaster his attention was diverted from her, till loud cries from both ships announced that a collision was imminent, and on looking out from his room saw the *Kwang Tung* coming on almost at right angles, as if to strike amidships, which she almost immediately did on the starboard side, evidently cutting a long way into the cargo hold, which on filling rapidly burst the bulkhead between hold and engine room. The engine of the *Ngapoota* were stopped very shortly after the collision, and the *Kwang Tung* rebounded after striking and appeared to make inshore, after lowering a boat to succour the passengers, many of whom were floating on the debris. My informant managed to clear the awning and get over the stern. He retains no clear recollection of how he got into the boat which had been lowered from the *Ngapoota*. He saw one of the boats from the starboard side was smashed by the collision. The boat he was in being over-crowded, as soon after as possible was relieved by some fishermen in sampans. I think about forty persons were rescued by this one boat, which prior to being relieved was on the point of sinking.

26th April.

Captain Vas, of the steamer *Taw Tong*, who arrived here yesterday from Telok Anson, reports that a few hours after he left Pangkor on Tuesday night, he met the tongkang which picked up some of the crew and passengers of the stranded *Kwang Tung*. The tongkang was laden with tiles and was on its way to Pangkor. He brought over to Penang 39 men; the remainder preferred to go on to Pangkor. He also met Capt. Cobb, who told him that after the collision he attempted to beach the vessel. He failed to do so owing to the rush of water into the engine room, which put out the fires. The steamer sank in three fathoms of water, and her awning and masts only are visible. Capt. Cobb added that with the exception of a steersman and lascar, who are missing, all on board the *Kwang Tung* got into the ship's boats and the tongkang. Capt. Vas, later on, on Wednesday morning, picked up four men (2 Chinese, 1 Malay and a Kling) who were clinging to the masts of the vessel for about thirty-two hours. He saw a number of dead bodies drifting.

The actual loss of life is not as yet known. We estimate the loss of life at something like 50, a large proportion of them being women and children.

CAPTAIN WITT'S ACCOUNT.

Being my watch below, I was asleep in my cabin when I was wakened by loud shouting. I ran out to see what the noise was about and was almost immediately carried off my legs by the collision. I got up and jumped forward to get clear of the awning. The ship was filling fast, and the bow went down and I went down with it. Striking out I came up and saw the stern high up in the air and immediately it dived down. I was carried down by the inrush of the water, but struck out and rose again. When I came up I found myself alongside of a plank, and saw the *Kwang Tung* not far away, and a number of passengers and luggage floating about. The passengers were hailing the *Kwang Tung* at the top of their voices. I could see that the *Kwang Tung* had a very large hole on the port side. She had no boat down, and she was making for land, so I thought it was no use of going near her. I picked up all the small planks that I could find and tied them together with the strings that I found on some bundles that were floating about. After I had finished tying up the raft I saw the *Kwang Tung* far away. The people were still hailing to her. I even saw my deck house floating about, and a number of people about it; so I thought it was no use of going near it. I made for the shore till daylight. When day came I saw that the ebb tide was making and that I was fast being taken to the shore. After sunrise I saw two fishing boats very far away, I thought near the wreck, but after a little while I saw them sailing away. After a while I saw a very large junk coming along, and by what I could make out it was fishing. I saw the junk putting its boat out and picking up something, and then it went back to the junk. The junk sailed a little nearer and anchored, and then I saw the boat being lowered and coming along. When I saw this I took a stick from the bottom of my raft and tied a handkerchief to it and called out for a long time. They did not make me out, at last they came towards me, and when they came near me they threw most of the things overboard that they had picked up and took me into the junk. I then saw that they had rescued eight others besides me—3 Chinamen, 1 Kling, 1 Kling woman, and 3 Malay women. We were all very well received. Immediately after I had gone on board they made for Penang, and next day we anchored off Krian. About 10 p.m. on the 25th we anchored off Pulo Jerjak, and had to wait there till 6 a.m. of the 28th, when we weighed anchor and made for Penang. At 10 a.m. we grounded north of Pulo Jerjak, and I asked them to let me go on shore, so they lowered their little boat and rowed me to Ujong Pasir where I landed. The junk's number is 154.

SCIENTIFIC MISCELLANY.

In his recent inaugural address, the President of the French Society of Civil Engineers, M. du Bosquet, pointed out that express trains daily attain 75 miles an hour on down grades, proving that such speeds are not dangerous. But the engines are not sufficiently powerful to maintain such speeds on a level. A drawbar pull which would give 75 miles an hour on a down grade of 1 in 200 would give only 57½ miles on a level, and 31½ miles on an up grade of 1 in 200. A slight increase in the average speed greatly increases the power required. If 922 horse power will draw a train at 50 miles an hour up an incline of 1 in 200, for a speed of 125 miles 2,960 horse power would be necessary. High speeds, moreover, increase the weight of the engines per horse power, and there is a limit beyond which the engines could not move themselves. At their maximum power, the modern French locomotives weigh about 158 pounds per indicated horse power; but a similar engine of 150 tons, generating 2,000 horse power, would be required to draw a train of 160 tons up a slope of 1 in 200. The highest possible speed for such an engine and train up the slope would be 87½ miles an hour, and for this the engine would weigh 670 tons and would generate 8,932 indicated horse power.

Since Prof. Lippmann first showed his picture of the solar spectrum to the French Academy of Sciences, some three years ago, his experiments have been continued with results that promise an early solution of a perplexing problem. His recent pictures include a stained-glass window, in which red, blue, green and yellow panes were brought out after an exposure of many hours to sunlight; a group of coloured draperies, which was successfully photographed in ten minutes by electric light; with a many-coloured parrot and other objects taken with shorter exposures. Green foliage and gray stones came out well, but the sky had an indigo hue. By the Lippmann process the colours are all taken in one picture, the method consisting in exposing a transparent plate with its film side resting on a reflecting surface of mercury, the interference of the incident and reflected light dividing the film acted upon into layers corresponding in distance apart with the wave-length of the incident light and reproducing by reflection the colours [illegible] produced the layers.

There are numerous venomous fishes whose spines inflict dangerous wounds, much like the stings of snakes, scorpions and insects; and the sea eel of the Mediterranean is even provided with well developed teeth connected with a poison reservoir. There are other species, as is well known, that produce poisonous effects when eaten. This kind of poisoning has been a matter of much speculation, but it is asserted that the latest observations show that the toxic principle is localized in certain parts of the body, especially in the digestive tube, the liver and the eggs. As it is the adults of the species condemned as food that are truly poisonous and these not at all times of the year, it has been supposed that the cause of poisoning by fishes resides in a peculiar state of the eggs at the period of fecundation and spawning, and experiments support this view. A less serious danger from fishes is that of inoculation with their blood, eels having been found to carry in their blood a venom, like that of the viper, which may be swallowed with impunity, but which causes death when introduced into the blood of animals.

An important improvement in experimental electrical machines is claimed by Dr. d'Arsonval for M. Bonetti. The ordinary Wimshurst machine is modified by suppressing the metallic sectors and replacing the single brushes at the extremities of the transverse conductor by three at either end. The output is thus made from two to four times as great as in the ordinary apparatus, the length of spark is increased, and the new form is not subject to change in polarity while at work.

The mean elevation of the United States is placed by Mr. Henry Gannett, of the Geological Survey, at 2,500 feet, which is little greater than Dr. Murray's estimate for the land of the globe. Delaware is the lowest state, averaging only 60 feet above sea level, but Florida and Louisiana are only 100 feet in average height. Wyoming and Colorado, at 6,700 and 6,800 feet respectively, are the loftiest states.

A meteorite of 267 pounds, found by Prof. A. Heilprin in 1891, near Godhaven, Disco Island, has been pronounced tempered steel, its extraordinary hardness having possibly resulted from rapid cooling in snow, ice, or water. It contains iron, nickel, sulphur, traces of carbon, chlorine, phosphorus, and chromium.

The bicycle offers important advantages to many busy men, but the fatigue of propelling it may be made to reduce one's ordinary work. An interesting experience with dog-traction has been given by a French physician, Dr. Madeuf. In his regular practice he visits each day two health resorts separated by 4½ miles of hilly road, and as an experiment he had a dog trained to draw a bicycle up the steep portions of the route while he himself walked. He was surprised to find that the dog could draw the loaded vehicle very readily and rapidly, so that the rider could keep his seat during the entire distance between the stations, and was able not only to enjoy a very agreeable ride, without a kick at the pedals, but to gain 20 minutes over the time of an ordinary carriage. The dogs can easily travel from 35 to 60 miles daily with even poor vehicles. On one day Dr. Madeuf's dog made 20 miles of ascent on a gallop, with a few minutes' rest every 3 or 4 miles; and one man is able to travel 90 miles with a light wagon by using four dogs and permitting three of them to ride during descents and two on level roads.

A comparison of the temperature in Berlin with that just outside, great pains having been taken to ensure reliable results, has been made by Prof. G. Hellmann. The influence of a great many houses is considerable, the yearly mean temperature in the city proving to be nearly 1 deg. higher than in the suburbs, the difference being greatest in the season from March to August and least in winter, although in severe cold the difference has been as great as 14 deg. The greatest variation occurs in the evening, amounting in summer to 2 deg. or more, and even exceeding 5 deg. on calm evenings.

An alloy that adheres so firmly to glass that it may be used to solder pieces together is made by a French chemist, M. F. Walter, from 95 parts of tin and 5 parts of copper. It melts at about 680° F. The alloy may be hardened or softened, or made more or less fusible, by adding from one-half to one per cent. of lead or zinc.

The known insects of the world, according to Mr. W. F. Kirby, cannot be much fewer than 300,000 species; and some entomologists mention 10,000,000 as a mere guess at the approximate number of species actually existing.

THE EIGHT HOURS' DAY.

SOME POINTS FOR CONSIDERATION.

The *Saturday Review* devotes an article to some considerations arising out of Messrs. Mather and Platt's eight hours day experiment at the Salford works. Mr. Mather holds that he has proved the superiority of the forty-eight hours week over the fifty-three, and has also shown that there is no need for legislative interference to secure the "eight-hours day," since it can be obtained by arrangement between employer and employed. We leave (says the *Saturday*) Mr. Mather to argue this last point with the New Unionism, which has no wish to see a shorter day secured by an increased output made by the same number of men, but to see the same work, or less, divided among a larger number paid the same wages as the smaller. There are two points in Mr. Mather's report which we prefer to note. When he speaks of the saving effected in gas, wear and tear of machinery, oil, etc., he appears a little to forget that this would, if the system of his mill were adopted all over the country, interpret itself at once into a loss of business for all those who produce gas, machinery, and oil, which again would mean loss of work and wages for the men they employ. Then there is a sentence at the end which deserves the careful attention of all who may feel inclined to be enthusiastic over this experiment. Mr. Mather says, "But of this I am assured, that the most economical production is obtained by employing men only so long as they are at their best. When this stage is past, there is no true economy in their continued work." Mr. Mather had in his mind only the employment of men who are becoming tired, have to make increased efforts, and yet do less work. But this principle of his is capable of much wider application. If a man is not worth keeping at work when no longer at his best, it may be said with equal truth that he is not worth employing at all when he is getting on in middle life, and therefore no longer at his best. Employers do, indeed, act on that principle often, and workmen who are getting "a bit elderly" find it hard enough to obtain work. They will assuredly not find it easier if all the mills in the country take to acting up to the standard of Messrs. Mather and Platt. It is very business-like, tending to good discipline and strenuous work, capital for the employer who saves gas, etc. (as long as his men do not—as they quite fairly may—make the saving an excuse for demanding higher wages), and avoids the complication of overtime by employing double shifts, and is not bad for the strong and young. But will it make things easier for the men on the whole; and if not, what do they gain by it?

OLLA PODRIDA.

A car driver in County Clare, asked by his fare the name of some berries in the hedge, said, "Oh, they're blackberries, your honour." "But these are not black, they are pink," objected the passenger. "Oh, yes, your honour," returned Pat, "but blackberries are always pink when they are green."

According to Kate Field the most tragic episode of the American Civil War occurred during the siege of Charleston, when the wedding of Gov. Pickens' daughter was interrupted by a shell that came crashing into the house from the Federal batteries and exploded in the parlor. When the smoke cleared away the bride lay on the floor, her white robes stained with the blood of a death wound. All the others had escaped unhurt.

Writing of Hawaii a Japanese correspondent says:—There are three newspapers printed in Japanese characters in Honolulu; two of these are ordinary newspapers and the third a journal for the propagation of Christianity. The Japanese in the Hawaiian Islands now number about 25,000, most of whom are labourers and engaged on the sugar-plantations, and the amount of money these labourers annually send home is very large. Many labourers who first go to Hawaii under agreement remain after their term of engagement has expired, usually bettering their position in consequence. These free labourers cultivate farms and erect houses upon land which they rent. They live in comparative comfort, the earnings gained by their labour being very much above what they could obtain at home.

The Hawaiian language is composed mainly of vowels, and a few consonants put in to vary the monotony. And the beauty of the system is that there is no waste. Every vowel is pronounced. For instance, when the American eye winks at the appearance of the simple word "naauao," the glib native rolls out the five sylables with neatness and dispatch. This means "enlighten." Double vowels are very frequent, but never a diphthong. Three vowels are not uncommon, and, as above, four and sometimes more are found unseparated by consonants. In the mouth of the uneducated native the language is apt to be explosive, but the higher classes speak it with a fluent grace that surpasses the French of the Italian. In sound it somewhat resembles the general flow of the continental European languages, for the vowels all have the French quality and the accents are not dissimilar.

It has long been the profound conviction of the human race that when tea has been allowed to draw for more than three or, at the outside, five minutes it becomes full of tannin and so plays havoc with the coats of the stomach and the nerves. And now comes Mr. Ernest Hart telling us that there is just as much tannin in three minutes' tea as there is in twenty minutes' tea, and that in any case the tannin is not particularly injurious. It is, however, within the experience of most people, says the *Daily Graphic*, that if you drink twenty minutes' tea just before dinner your appetite becomes a figment of the imagination; and that if you drink the same beverage just before going to bed sleep recedes before you as the shores of Italy before Æneas. To the average drinker of tea it matters little whether its particular poison is called tannin or thein. By any name it is equally noxious, and it can only be avoided by a fresh brew.

By the death of Professor Robertson Smith the *Encyclopædia Britannica* loses an able editor, and England a distinguished scholar. In the domain of biblical criticism Professor Robertson Smith has done work of great and enduring value, and it is painful to remember that there was a time when his candid pursuit of truth in the departments of theological study to which he gave his energies caused him to be accused of heresy and ejected from the preferment which he held at the Free Church College at Aberdeen.

It is now the fashion amongst the givers of smart dances in New York to send the programmes to their intended guests with the invitations. Of course the result of this is that many of the most eligible of the guests have their cards virtually filled up before they enter the ballroom. Thus, to use sporting language, the principal starters in the various events are known some days before they face the flag. But really these New Yorkers are getting a little too previous. Next we shall hear that hostesses are sending round their ball supper with the invitations, and then there will be no need to have the dance at all.

The rumour that Princess Clémentine, the youngest daughter of the King and Queen of the Belgians, contemplates taking the veil appears to be fully confirmed. Her decision is said to have been arrived at three years ago, when her cousin Prince Baldwin of Flanders, to whom she was engaged, died so suddenly of fever. She kept her resolve secret until she came of age last year, but she has never swerved from it, nor can she be moved to reconsider a determination which will consign to a convent one of the most charming, accomplished, and wealthy Princesses in Europe. The utmost concession that she has been induced to make is the postponement of her novitiate until after the wedding of Princess Joséphine, which seems now to be fixed for Whitsuntide.

An interesting, though demoralising, tale comes to the *St. James's Gazette* from a sporting centre in the Midlands. A party of hunting men (unemployed) were amusing themselves with "drawing" a young lady who professed to have the clairvoyant gift. "Can you dream a race?" she was asked. "Of course I could," she replied. "Well then," they went on, "could you spot the winner of the Grand National?" "Why not?" she replied. *Why Not!* They jumped at the omen; out they went to the telegraph office and put their money on that excellent animal! Only one of them, a superior person who does not believe in dreams and nonsense, refused to take the heaven-sent hint, and he has not since been fit to speak to. Obviously this is not a story that should be told to any member of the Society for the Suppression of Gambling. We present it to the Psychical Researchers.

Isn't there some mistake (writes a correspondent) in the story of Thackeray's failure as a public speaker, which I see is being freely quoted in the press? As I have always understood, the occasion was not a political one at all, though Mr. Bright was present; it was the opening of the Manchester Athenæum—that institution which has done so much for culture of all sorts in Lancashire. Dickens was there also, and Lord Lytton, and Childs, the American publisher, who sat next to Thackeray. When Thackeray was called upon to address the audience he got up and said, "Mr. Chairman, my lords, ladies, and gentlemen." There he stopped, and there was a long pause of expectation. Then he commenced *de novo*—"Mr. Chairman, my lords, ladies, and gentlemen," and, after another pause, incontinently sat down. Amid the "sensation" thus created, he turned to Childs and said, "My dear sir, you have just missed the finest speech you ever heard." I believe Childs told the story thus himself; at any rate, it is at least a "better-found" tale than the rather dull one now going the round of the press.

None of the obituary writers on the late Louis Kossuth, says the *Pall Mall Budget*, seems to have referred to an incident in his career which must always have a special interest for Englishmen. This was one of the most famous record rides of ancient or modern times, performed by Captain Charles Townley, a Queen's messenger, in the interest of the Hungarian Liberator. After the collapse of his cause in 1849, Kossuth and a crowd of his compatriots had fled to Turkey, from which Austria and Russia were menacingly demanding their extradition. But the "great Eltchi," who was then our representative on the Golden Horn, made bold, upon his own responsibility, to back up the Sultan in his refusal to deliver up the fugitives, believing that Palmerston, who was then at the Foreign Office, would bear him out in his firm attitude of opposition. Knowing that life and death depended on the speedy arrival of his approving despatch at Stamboul, "Pam" selected Captain Townley to be its bearer, with intructions "not to spare himself or others" in getting to his destination as soon as possible. Reaching Belgrade on October 20, Captain Townley there took horse, and on the morning of the 28th he rode, or rather reeled, into Pera, having covered the distance of 820 miles in 131 hours—a feat which elicited loud applause when mention was made of it in the House of Commons.

The Victorian Postmaster-General, the other day, received a letter of inquiry from a resident of West Virginia, U.S.A., as follows:—"Dear Sir,—The World's Fair in Chicago has brought many to believe that Australia will yet be the country. As I have a family of four boys that will soon be young men I am anxious to bring my family to a good healthy country. Would you please give me a history of Australia—the climate, the land and its price per acre, grain and the kind you grow, timber and the different kinds, stock (the different kinds, their prices; is it a good sheep country, their prices; what is a good horse worth, are their wild ponies their, is their game their and what kind; are the natives dangers, do they ever trouble the white people; the ore, have you gold and silver; have you mountains, is it timber land or prairie; have you churches, Sabbath-schools, &c., also schools in general, the price of groceries, clothing, boots and shoes, general goods of every discription; please send me one of your local papers; have you factorys and what kind, have you railroads; how are wages for labouring men, what trades would suit your country the best, have you snow in winter and how long, when do you start seeding and when does harvest end, have you good hunting and what kind, have you good hounds for hunting; what would it cost from your place to the United States, say New York or San Francisco? A first cousin of mine left Canada (Ont.) a few years ago. He went to Australia. If you no anything about him please give me his address. I have asked many questions; please answer with any other information you can give me."

THE WEATHER.

MESSRS. FALCONER & CO.'S REGISTER, MAY 7TH.

Barometer 9 A.M.	29.80	Therm. 9 A.M. (Wet bulb)	77
Barometer 1 P.M.	29.69	Therm. 1 P.M. (Wet bulb)	78
Barometer 4 P.M.	29.73	Therm. 4 P.M. (Wet bulb)	80
Thermom. 9 A.M.	80	Therm. Maximum	88
Thermom. 1 P.M.	80	Therm. Minimum (over night)	78
Thermom. 4 P.M.	88		

CHINA COAST METEOROLOGICAL REGISTER, 6TH MAY, AT 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain the 24 hours.
Wladivostock	30.08	55	—	N	2	b	—
Tokio	29.98	—	—	NE	2	—	—
Nagasaki	29.95	75	68	SW	1	c	—
Shanghai	29.79	76	78	SW	3	o	—
Foochow	—	—	—	—	—	—	—
Amoy	29.78	82	71	SW	2	b	—
Anping	29.85	81	—	W	1	b	—
Swatow	29.81	84	—	SE	3	b	—
Canton	29.76	91	—	S	1	c	—
Hongkong	29.84	92	61	SW	1	b	—
Victoria Peak	—	—	—	SW	1	—	—
Gap Rock	29.85	—	—	SSE	1	—	—
Macao	29.85	86	79	SE	1	o	—
Hoihow	29.87	83	—	S	1	b	—
Haiphong	29.85	85	89	SE	4	o	—
Bolinao	29.80	87	72	NW	3	c	—
Manila	29.76	91	64	ESE	1	c	—
Cape S. James	—	—	—	—	—	—	—

7TH MAY, AT 10 A.M.

STATION.	Barometer	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain the 24 hours.
Wladivostock	30.02	45	80	SSW	1	b	—
Tokio	30.10	—	—	NE	2	—	—
Nagasaki	29.90	71	44	E	3	or	0.03
Shanghai	29.87	68	89	NW	3	o	—
Foochow	—	—	—	—	—	—	—
Amoy	29.79	79	83	SSE	1	b	—
Anping	—	—	—	—	—	—	—
Swatow	29.78	82	—	SW	2	b	—
Canton	29.83	82	—	—	0	c	—
Hongkong	29.84	84	65	WSW	1	b	—
Victoria Peak	—	—	—	NW	2	—	—
Gap Rock	29.86	—	—	W	2	—	—
Macao	29.85	87	69	SW	1	c	—
Hoihow	—	—	—	—	—	—	—
Haiphong	29.90	79	19	—	0	c	—
Bolinao	29.87	87	69	SSW	2	c	—
Manila	—	—	—	—	—	—	—
Cape S. James	30.06	—	—	W	2	oq	—

On the 6th at 10.40 a.m. Barometer falling. Gradients gentle. Sea smooth. Weather fine. On the 7th at 10.50 a.m. Barometer falling. Gradients slight for W. winds. Sea smooth. Weather fine.

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.84	29.84	29.71
Temperature	86	84	87
Humidity	64	65	63
Direction of wind	S.W.	W.S.W.	W.S.W.
Force	1	1	1
Weather	b	b	b
Rain	—	—	—

Highest open air temperature on the 6th ... 88
Lowest open air temperature on the 6th ... 71

1—BAROMETER reduced to 32 degrees Fahr. at sea level.
2—TEMPERATURE in the shade in degrees Fahrenheit.
3—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4—DIRECTION OF THE WIND to two points.
5—FORCE OF THE WIND according to Beaufort Scale.
6—STATE OF THE WEATHER: b. blue sky; c. detached clouds; d. drizzling rain; f. fog; g. gloomy; h. hail; l. lightning; o. overcast; p. passing showers; q. squally; r. rain; s. snow; t. thunder; v. visibility; w. dew [illegible].

F. G. FIGG,
First Assistant.

Hongkong Observatory, 7th May, 1894.

COMMERCIAL INTELLIGENCE.

MONDAY, 7th May.

CLOSING QUOTATIONS.

EXCHANGE.

ON LONDON.—
Telegraphic Transfer ... 2/1
Bank Bills, on demand ... 2/1¼
Bank Bills, at 30 days' sight ... —
Bank Bills, at 4 months' sight ... 2/1½
Credits at 4 months' sight ... 2/1½
Documentary Bills, 4 months' sight ... 2/1½

ON PARIS.—
Bank Bills, on demand ... 2.62
Credits at 4 months' sight ... 2.69

ON GERMANY.—
On demand ... 2.13

ON NEW YORK.—
Bank Bills, on demand ... 51¼
Credits, 60 days' sight ... 52¼

ON BOMBAY.—
Telegraphic Transfer ... 192
Bank, on demand ... 192½

ON CALCUTTA.—
Telegraphic Transfer ... 192
Bank, on demand ... 192½

ON SHANGHAI.—
Bank, at sight ... 72½
Private, 30 days' sight ... 73½

ON YOKOHAMA.—
On demand ... 1 % pm.

ON MANILA.—
On demand ... nominal.

ON SINGAPORE.—
On demand ... 1 % pm.

SOVEREIGNS, Bank's Buying Rate ... 9.85
GOLD LEAF, 100 fine, per tael ... 48.80

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai	$125	91 per cent. prem., sales
China, Japan, &c.	£2	nom.
Do. Founders	£1	£3, buyers
Nat. Bank of Ch. B. Shares	£8	$24¼, sellers
Foun. Shares	£1	nom.
Brown & Co., H. G.	$50	$8, sellers
Campbell, Moore & Co.	$10	$4
China Borneo	$55	$1.50
China Sugar	$100	$163, sellers
Chinese Loan '86 E.	Tls. 250	11 p. ct. prem.
Dakin, Cruicks'k & Co.	$5	$1, buyers
Dairy Farm Co.	$10	$7, sellers
Fenwick & Co., Geo.	$25	$21½, sales
Green Island Cement	$50	$8, sellers
H. Brick & Cement	$12.50	$3
H. & C. Bakery	$50	$40, sellers
Hongkong & C. Gas	$10	$125
Hongkong Electric	$10	$4.85, sales
H. H. L. Tramways	$100	$61, buyers
Hongkong Ice	$25	$80
H. & K. Wharf & G.	$50	$37
Hongkong Rope	$50	$100
H. & W. Dock	$125	87 p. ct. pm., sales
Hotels—		
Hongkong Hotel	$50	$13, buyers
Shamecon	$20	$4
Insurances—		
Canton	$50	$184, sales
China Fire	$20	$79
China Traders'	$25	$62, buyers
Hongkong Fire	$50	$181, sales
North-China	£25	Tls. 177
Straits Fire	$20	$13, sellers
Straits Marine	$20	$13½, sellers
Union	$25	$134, sales
Yangtsze	$60	$79
Land & Building—		
H. Land Investm't	$50	$53, sellers
Kowloon Land & B.	$30	$10, sales
Humphreys Estate	$10	$14
West Point Buildg.	$40	$20
Luzon Sugar	$100	$52, sellers
Mining—		
New Balmoral Gold	$2 / $2.50 / 1.50	$2½, sellers / $2, sellers / $14, nom.
Charbonnages	$131.58	$60, buyers
Jelebu	$5	$6.50, sales
Punjom	$34	$64, sellers
Do. (Preference)	$1	$2, sellers
Raubs	18s. 10d.	$5, sales & sellers
Steamship Coys.—		
China & Manila	$50	$70, sales & sellers
Douglas S. S. Co.	$50	$48, sales
H., Canton, & M.	$25	$36½, sellers
Indo-China S. N.	£10	38 p. ct. dis., sales
W'chai Wareh'se Co.	$37½	$45, sellers
Watson & Co., A. S.	$10	$10, sales & buyers

CHATER & VERNON, Share Brokers.

OPIUM.

	Per Picul.	Allowance.
New Malwa	$640	1 catty.
Old Malwa	$670	1 to 2½
Older Malwa	$689	0 to 2½
Old at Malwa	$700	0 to 2
Patna (New)	$635/640	per chest
Patna (Old)	$617½	
Benares (New)	$647½	
Benares (Old)	$685	

EXPORT CARGOES.

Per steamship *Cyclops*, sailed on the 29th April:—For London—10,584 lbs. congou, 300 bales hemp, 20 cases bristles, 310 bales canes, 150 casks soy, 29 boxes essential oil, 400 casks preserves, 200 rolls matting, 489 cases merchandise, and 8 cases merchandise. For Foochow—1,758 ½-chests tea. For Liverpool—1,087 bales hemp and 7 cases cigars.

Per steamship *Glenavon*, sailed on the 30th April:—For London—600 rolls matting, 170 boxes tea, 100 casks ginger, 24 cases cigars, and 4 cases bristles.

Per German mail steamer *Sachsen*, sailed on the 30th April:—For Suez—1 case fire crackers and 5 cases bamboo fans. For Genoa—12 rolls mats and 250 boxes cassia. For Amsterdam—200 casks preserves, 20 cases chinaware, and 4 packages merchandise. For Antwerp—18 boxes palmleaf fans, 39 rolls matting, 11 cases chinaware, 39 rolls matting, 200 cases galluuts, 56 boxes merchandise, 14 cases preserves, 15 bales rattancore, 3 cases cigars, 55 packages rattancore, 12 cases bristles, 10 bales black bamboo, and 14 cases preserves. For Hamburg—11 cases human hair, 14 cases cigars, 811 packages fire crackers, and 82 packages merchandise. For Bremen—3 cases cigars, 5 boxes palmleaf fans, 208 packages ginger, 6 cases private effects, 4 cases sundries, 1 case china ink, and 269 packages merchandise.

Per steamship *Salazie*, sailed on the 2nd May:—For Continent—134 bales raw silk, 5 cases silk piece goods, 200 cases cassia, 1 case chinaware, and 695 packages tea, and 5 packages sundries. For London—2 cases silk piece goods.

Per steamship *Tientsin*, sailed on the 3rd May:—For London—9 cases cigars, 75 bales waste silk, 250 bales hemp, 20 cases bristles, 47 cases fans, and 13 cases rattanware. For Liverpool—650 bales hemp.

HONGKONG TIDE-TABLE.

8TH TO 14TH MAY, 1894.

Day of Week.	Day of Month.	High Water Hongkong Mean Time.	High Water Height.	Low Water Hongkong Mean Time.	Low Water Height.
		h. m.	ft. in.	h. m.	ft. in.
Tu.	8	m 10 6	6 11	m 3 33	0 10
				5 46 a	4 2
W.	9	m 0 34	1 11	m 4 4	1 1
		m 10 54	5 10	6 42 a	0 0
Th.	10	m 1 37	1 6	m 4 20	1 4
		m 11 38	5 6	7 48 a	1 8
F.	11	m 2 33	1 8	m 5 59	1 8
		0 30 a	5 6	8 58 a	1 4
Sat.	12	No interior	high	or low	water.
		1 40 a	5 4	10 7 a	2 1
S.	13	m 6 3	2 3	m 7 12	3 8
		3 30 a	3 10	11 16 a	0 0
M.	14	m 8 22	2 0	m 11 20	2 11
		5 21 a	3 5		

The height of mean sea-level has been determined, from the tidal observations of 1887 and 1888, as 5.37 feet above zero of the tide-gauge at the Kowloon Tidal Observatory, and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 3.87 feet above zero.

The heights in the Tables marked with a minus sign (—) are below Low-water Ordinary Spring-Tides, and should be subtracted from the constants given above.

SHIPPING REPORTS.

The British steamer *Ajax*, from Shanghai 2nd May, and Amoy 5th, had foggy weather to northward. Light variable airs and fine weather towards Amoy and southward.

The British steamer *Menmuir*, from Kudat 25th April and Sandakan 2nd May, experienced light N.E. winds and calm with fine clear weather and smooth water throughout.

The British steamer *Kweiyang*, from Wuhu 26th April, experienced light northerly wind, cloudy, with close weather, and considerable easterly swell to Turnabout; to Ockseu light northerly airs with thick misty weather, to port light variable winds with fine weather and smooth sea.

The British steamer *Kutsang*, from Calcutta 21st April, Penang 28th, and Singapore 1st May, had light monsoon, smooth sea, and fine clear weather from Calcutta to Andamans; thence to Penang strong monsoon, heavy rain, with hard squalls and rough sea. From Penang to Singapore fine cloudy weather, smooth sea. Left Singapore with moderate northerly wind, overcast rainy and squally, slight sea continued to Cape Varella; thence to Hongkong fine clear weather and light variable winds with N.E. swell.

FOOCHOW SHIPPING.

ARRIVALS.

April—
21, Haeshic, Chinese str., from Shanghai.
23, Mary Stewart, British bark, from Amoy.
24, Haitan, British str., from Hongkong.
28, Pekin, British str., from Hongkong.

DEPARTURES.

April—
20, Reus, British bark, for Tientsin.
22, Namoa, British str., for Hongkong.
22, Yiksang, British str., for Shanghai.
26, Haitan, British str., for Hongkong.
26, Haeshic, Chinese str., for Shanghai.

VESSELS PASSED ANJER.

April 19, Ned. str. Burgemeester den Tex, Weber, Mar. 10, from Amsterdam for Batavia.
20, Ned. str. Celebes, De Wyn, April 18, from Padang for Batavia.
21, British ship Carnedd Llewelyn, Griffith, April 15, from Samarang for Newcastle, N.S.W.
21, Italian bark Anna P., Grazia, April 10, from Singapore for Liverpool.
22, British bark Cashmere, Thomson, April 11, from Samarang for Rangoon.
24, British ship Crafton Hall, Evans, Jan. 19, from New York for Shanghai.
24, Ned. str. Merapi, Bagchus, Mar. 17, from Rotterdam for Batavia.

BANKS.

THE MERCANTILE BANK OF INDIA LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... £1,125,000

BANKERS.
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.

ON FIXED DEPOSIT:—
For 12 months ... 5%
" 6 " ... 4%
" 3 " ... 3%

JOHN THURBURN,
Manager, Hongkong.
Hongkong, 26th June, 1893. [114

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 15th May, 1893. [12

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORISED CAPITAL ... £1,000,000.
SUBSCRIBED ... £ 500,000.

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS.
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Cham Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

BRANCHES:
LONDON, YOKOHAMA, SHANGHAI, AND AMOY.

BANKERS:
THE COMMERCIAL BANK OF SCOTLAND, PARR'S BANKING CO. AND THE ALLIANCE BANK (LIMITED).

Interest for 12 months fixed ... 5 %
Hongkong, 17th November, 1893. [13

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... $10,000,000
RESERVE FUND ... $ 4,200,000
RESERVE LIABILITY OF PROPRIETORS ... $10,000,000

COURT OF DIRECTORS:—
C. J. HOLLIDAY, Esq.—Chairman.
J. S. MOSES, Esq.—Deputy Chairman.
R. M. Gray, Esq. | J. Kramer, Esq.
H. Hoppius, Esq. | A. McConachie, Esq.
H. H. Joseph, Esq. | S. C. Michaelsen, Esq.
Hon. J. J. Keswick. | D. R. Sassoon, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.

MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON & COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 3rd March, 1894. [11

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL ... £2,000,000
CAPITAL PAID UP ... 251,093.15.0

BANKERS:
CAPITAL AND COUNTIES BANK, LIMITED.

HEAD OFFICE:
No. 3, PRINCE'S STREET, LONDON.

BRANCHES:
BOMBAY, CALCUTTA, HONGKONG, and SHANGHAI.

AGENCIES:
PENANG, SINGAPORE, and YOKOHAMA.

RATES OF INTEREST allowed on Current Accounts and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.
Hongkong, 6th November, 1893. [329

NOTICE OF FIRM.

NOTICE.

DURING the Temporary Absence from HONGKONG of MR. C. R. HELD, MR. JOS. BLUM is authorised to sign our Firm as Sole Manager.

EASTERN MANUFACTURING Co.
Hongkong, 3rd May, 1894. [927

THE TOURIST'S GUIDE.
REDUCED PRICE, $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

The Daily Press Office.

"JAPAN GAZETTE,"
YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List." Orders for Subscriptions and Advertisements will be received at this Office.

Hongkong Daily Press Office,
Hongkong, 23rd May, 1877.

TO LET.

TO BE LET.

NO. 5, WILD DELL BUILDINGS (Furnished or Unfurnished). Five Good Rooms.

No. 1, WILD DELL BUILDINGS, 6 Rooms, Kitchen, Bath Rooms, &c.

A 6-Roomed HOUSE in WANCHAI. Rent $30 a month.

Apply to
HUMPHREYS ESTATE AND FINANCE CO., LD.
Hongkong, 30th March, 1894. [721

TO LET.

ROOMS on the Upper Floor, and in a few weeks the whole Suite of OFFICES and ROOMS on the 1st and Upper Floors of the Ice Company's Premises at Ice House Lane.

Apply to the
MANAGER.
Hongkong, 20th February, 1894. [432

TO LET.

TWO ROOMS on the PRAYA, suitable for Offices.

Apply to
LANE, CRAWFORD & Co.
Hongkong, 5th March, 1894. [622

TO LET.

NO. 4, QUEEN'S GARDENS.
PEDDER'S STREET, No. 2, next to the POST OFFICE.

The PREMISES at QUEEN'S ROAD CENTRAL, No. 72.

Nos. 3 and 4, MORRISON HILL.

Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 20th April 1894. [605

TO BE LET.

FIRST FLOOR of PRAYA No. 11, with Servants' Quarters attached. Rent $40 per Month.

Apply to MEYER & Co.,
Managers WANCHAI WAREHOUSE & STORAGE COMPANY, LIMITED.
Hongkong, 4th May, 1894. [914

TO LET.

NO. 7, SEYMOUR TERRACE.
OFFICES in VICTORIA BUILDINGS.
OFFICE in No. 4, PRAYA CENTRAL.
No. 5, SEYMOUR TERRACE.
No. 3, SEYMOUR TERRACE.
No. 4, OLD BAILEY STREET.

The GROUND FLOOR of the premises now in course of erection at the Corner of ICE HOUSE STREET and QUEEN'S ROAD CENTRAL suitable for Offices or Shops. The Floor can be divided into Separate Suites of Offices, if necessary, to suit intending tenants.

A large and dry GODOWN suitable for the storage of opium, cotton, &c., of about 2,000 Tons (Gross) Capacity, also to be Let under the above premises.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 24th April, 1894. [41

TO LET.
(IMMEDIATE POSSESSION.)

NO. 21, ELGIN STREET, CORNER HOUSE. Gas and Water laid on. Rent $40 and taxes.

Apply to
ACHEE & Co.,
Queen's Road.
Hongkong, 2nd April, 1894. [452

TO LET.

DWELLING HOUSES—
"HIGHCLERE," at MAGAZINE GAP.
No. 1, RIPON TERRACE.
No. 8, CHANCERY LANE.
FLOORS in BLUE BUILDINGS.
FLOORS in ELGIN STREET, PEEL STREET, and STAUNTON STREET.
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Nos. 1, and 3, VICTORIA VIEW, KOWLOON.
No. 4, KNUTSFORD TERRACE, KOWLOON.

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PRAYA CENTRAL, over Messrs. Douglas Lapraik & Co.'s.

GODOWNS—
BLUE BUILDINGS.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 4th May, 1894. [919

TO LET.

DWELLING HOUSES No. 6, UPPER MOSQUE TERRACE, and No. 27, MOSQUE STREET. Gas and Water laid on.

Apply No. 4, Upper Mosque Terrace.
Hongkong, 26th March, 1894. [622

TO BE LET, FURNISHED.

A DETACHED HOUSE on the COOMBE ROYAL ESTATE for the Summer Months.

Apply to
CHANTREY INCHBALD,
Bank of China, Japan, and the Straits, Limited.
Hongkong, 27th April, 1894. [894

TO LET.

WITH IMMEDIATE POSSESSION.

HOUSE, No. 22, STANLEY STREET.

Apply to
ROZARIO, & Co.
Hongkong, 27th April, 1894. [802

TO LET.

COMMODIOUS GODOWN on PRAYA EAST.

Apply to
SIEMSSEN & Co.
Hongkong, 5th April, 1893. [59

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

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Hongkong, 27th January, 1891. [278

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SIEMSSEN & Co.,
Agents.
Hongkong, 16th May, 1892. [16

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CAPITAL PAID-UP ... $ 600,000
GOVERNMENT GUARANTY ... $ 400,000

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SPECIAL RESERVE, 30th June, 1893 ... $134,097
TOTAL RESERVE ... $682,648

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For the MITSUI BUSSAN KAISHA,
K. FUKUI,
Manager.
Hongkong, 19th April, 1894. [829

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TOTAL ASSETS AT 31ST DECEMBER, 1892, EXCEED £11,141,294 1s. 1d.

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SUBSCRIBED CAPITAL ... 2,750,000
PAID-UP CAPITAL ... 687,500 0 0
II.—FIRE FUNDS ... 2,076,935 12 9

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SHEWAN & Co.,
Agents.
Hongkong, 13th July, 1893. [1486

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S. J. DAVID & Co.,
Agents.
Hongkong, 26th November, 1892. [2541

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JAS. B. COUGHTRIE,
Secretary.
Hongkong, 5th March, 1893. [770

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DOUGLAS LAPRAIK & Co.,
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Hongkong, 12th April, 1893. [2678

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For Hongkong, China and Japan.
Hongkong, 1st July, 1885. [1483

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Hongkong, 3rd March, 1894. [27

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Hongkong, 29th January, 1894. [1689

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Chinkiang | Amoy | Pakhoi
Nanking | Tamsui | Lungchow
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PLAN OF HONGKEW (SHANGHAI) FROM THE NEW SURVEY.
LARGE PLAN OF THE CITY OF VICTORIA.
PLAN OF PEAK DISTRICT, VICTORIA.
NEW PLAN OF HANOI.
NEW PLAN OF SAIGON.
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TREATIES WITH CHINA.
Great Britain:—Nanking, 1842. Tientsin, 1858. Convention 1860. Chefoo, with Additional Article, Opium Convention, 1885, Chungking Convention, 1890.
France:—Tientsin, 1858. Convention, 1860. Tientsin, 1885. Conventions, 1886 and 1887.
United States:—Tientsin, 1858. Additional, 1868. Peking, 1880.
Germany:—Tientsin, 1861. Peking, 1880.
Portugal, Russia, Japan, Brazil and Peru.

TREATIES WITH JAPAN.
Great Britain, 1858. Trade Convention, 1866. United States Extradition Treaty, 1886. Mexico, 1889.

TREATIES WITH COREA.
Japan, 1876. Japan Supplementary. United States, 1882. Great Britain, 1883.

TREATIES WITH SIAM.
Including the New Treaty with France.

CUSTOMS TARIFFS.
TRADE REGULATIONS.
China, Japan, Siam, Corea.

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Orders in Council for Government of H.B.M. Subjects in China and Japan, 1865, 1877, 1878, 1881, 1884, 1884, 1886, 1886. Rules of H.B.M. Supreme and other Courts in China, Japan, &c.; Table of Fees; Table of Consular Fees; Code of Civil Procedure, Hongkong, with Amendment; New Table of Hongkong Court Fees; Admiralty Rules; Foreign Jurisdiction Act, Regulations for the Consular Courts of United States in China; Rules of Court of Consuls at Shanghai; Chinese Passenger Act, Hongkong Licences, Trade Marks, and Letters Patent Fees; Port Regulations, &c. &c.

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Daily Press Office, January, 1894.

VESSELS EXPECTED.

THE GERMAN MAIL.

The N. D. L. steamer *Preussen*, with the German mail of the 9th April, left Singapore at 3 p.m. on the 4th, and may be expected on or about the 9th inst.

THE AMERICAN MAIL.

The O. & O. steamer *Peru*, with the American mail, &c., left San Francisco for this port, via Yokohama, on the 28th April.

The O. & O. steamer *Belgic*, with the American mail, left San Francisco on the 19th April.

MERCHANT STEAMERS.

The O. S. S. Co.'s steamer *Hector* left Singapore on the morning of the 2nd, and may be expected on or about the 8th inst.

The P. & O. steamer *Manila* left Bombay for this port on the 3rd inst.

The China Mutual steamer *Kintuck* passed the Canal on the 21st ult.

The Northern Pacific steamer *Mogul* left Victoria, B.C., on the 25th ult.

POST-OFFICE NOTICES.

A MAIL WILL CLOSE.

For Singapore and London.—Per *Ajax*, to-day, the 8th inst., at 10.30 A.M.

For Shanghai.—Per *Ganges*, to-day, the 8th inst., at 10.30 A.M.

For Shanghai.—Per *Malacca*, to-day, the 8th inst., at 11.30 A.M.

For Kobe, Yokohama, Victoria, and Tacoma.—Per *Tacoma*, to-day, the 8th inst., at 11.30 A.M.

For Swatow, Amoy, and Foochow.—Per *Namoa*, to-day, the 8th inst., at 11.30 A.M.

For Yokohama and Kobe.—Per *Frink*, to-day, the 8th inst., at 3.30 P.M.

For Swatow.—Per *Nanshan*, to-day, the 8th inst., at 5.00 P.M.

For Nagasaki, Kobe, Yokohama, and San Francisco.—Per *City of Sydney*, to-morrow, the 9th inst., at 0.30 P.M.

For Singapore and Bangkok.—Per *Drachenfels*, to-morrow, the 9th inst., at 2.30 P.M.

For Shanghai.—Per *Peiyang*, to-morrow, the 9th inst., at 3.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per *Ancona*, on Friday, the 11th inst., at 5.00 P.M.

For Singapore.—Per *Oceana*, on Saturday, the 17th inst., at 3.30 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver.—Per *Empress of Japan*, on Wednesday, the 23rd inst., at 11.30 A.M.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Surat* will be despatched on THURSDAY, the 10th May, with Mails for the United Kingdom, Europe, and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta and Gibraltar.

The usual hours will be observed in closing the mails, &c.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in closing the mails for Europe, &c., by the English and French Packets, when they leave at NOON. The Money Order Office will be closed at 5 P.M. the day before.

9.00 A.M.—Posting of Prices Current and Circulars ceases.

(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles country by country, with the addresses all one way.)

10.00 A.M.—Registry ceases.

10.30 A.M.—Posting of newspapers, books, and patterns ceases.

11.00 A.M.—Mail closes.

LATE LETTERS may be posted (from 11.10 A.M.) with 10 cents late fee up to 11.30 A.M. after which hour they may be sent on board with the same late fee.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Yarra* will be despatched on WEDNESDAY, the 16th May, with Mails for the United Kingdom, Europe, and places beyond, *via Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

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MAILS BY THE CANADIAN PACIFIC RAILWAY CO. CONTRACT PACKET.

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The following hours will be observed in closing the Mails, &c.

10.00 A.M. Registry closes.

11.30 A.M. Post Office closes, but correspondence may be posted on board the Packet with the Late Fee of 10 cents extra postage until time of departure.

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VELOCITY, Brit. bk., Martin—Chinese.
WINDSOR, Brit. str., Thomas—Order.

NOTICES TO CONSIGNEES

STEAMSHIP "MELBOURNE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. *Gaudiana* and *Manche* from Havre ex S.S. *Manche*, from Bordeaux ex S.S. *Fred Morel* and *Cambra*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M. TO-DAY (TUESDAY), the 1st inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after TUESDAY, the 8th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before TUESDAY, the 8th inst., or they will not be recognised.

All Damaged Packages will be examined on TUESDAY, the 8th inst., at 3 P.M.

No Fire Insurance has been effected.

C. TOURNAIRE,
Acting Agent.

Hongkong, 1st May, 1894. [12

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PRIAM"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th inst.

Goods undelivered after the 12th inst. will be subject to Rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 14th inst.

BUTTERFIELD & SWIRE.

Hongkong, 4th May, 1894. [931

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"PRIOK."

Captain L. Madsen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after Saturday, the 12th instant will be subject to rent.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on Saturday, the 12th instant, at 3 P.M.

SIEMSSEN & Co.,
Agents.

Hongkong, 5th May, 1894. [938

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA," FROM TACOMA, VICTORIA, YOKOHAMA, AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 7th May, 1894. [9

YEE SANG ... Co.
COAL MERCHANTS
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address—Care of Messrs. KWONG SANG & Co.
No. 83, PRAYA. [681

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

LIST OF SUBSCRIBERS TO THE HONGKONG TELEPHONE EXCHANGE.

10.—Aberdeen Paper Mills Office.	20.—H. & W. Dock Co.
10A.—Aberdeen Paper Mills	32.—Hongkong Hotel (Public Telephone)
24.—Anderson, Capt. G.C. Praya Central	33.—H'kong & Kowloon Go. Co. W. Point
25.—Aberdeen Dock	87.—H'kong & Kowloon Go. Co. Praya Cl.
26.—Alice Meml. Hospital	71.—Ho Tung, Praya Cl.
40.—Anderson, Capt. G.C. East Point	82.—Do. B'ham Strand
9.—Arnhold, Karberg & Co.	59.—Do., Res.
63.—Bell, Dr., Residence	68.—Humphreys, J. D., & Son
65.—Blackhead F. Res.	57.—Humphreys, J. D., & Son, Queen's Rd.
60.—Blackhead & Co. Praya Central	8.—Imports & Exports Office
16.—Butterfield & Swire, Shipping Dept.	22.—Jordan, Dr., Praya Central
34.—Butterfield & Swire, Sugar Office	43.—Jordan, Dr., Res.
36A.—Butterfield & Swire, Refinery, Quarry Bay	30.—Joseph, H. H., Res.
39.—Butterfield & Swire, Res., Peak	64.—Kennedy, J., Horse Repository
42.—Canadian Pacific Railway Co.	14A.—Do. Causeway Bay
3.—Cantlie, Dr., Peak Hospital	21.—Kerosine Oil Co.
15.—Central Police Station	7.—Kowloon Godown
23.—China Mail Office	70.—Kramer, J., Res.
71.—China Sugar Refinery, Town Office	93.—Lamke, J., Res.
72.—China Sugar Refinery, East Point	91.—Lamke & Rogge, Praya Central
76.—Compradore, Lauts, Wegener & Co.	4.—Lapraik, J. D., Res.
55.—Cowie, Dr., Residence	69.—Layton, B., Queen's Road
12.—Daily Press Office	90.—Do., Res.
67.—Dairy Farm, Pok'lum	35.—Mount Austin Hotel
85.—Dairy Farm Co., Wyndham Street	53.—Muir, W. L., Res.
41.—Dodwell, Carlill & Co.	5.—Nam Woo & Co.
2.—David, S. J. & Co.	46.—Opium Farmer
73.—David, S. J., Residence	29.—Peak Hotel
17.—D. Lapraik & Co.	19.—P. & O. S. N. Co.
37.—Douglas Lapraik & Co., Compradore Office.	83.—Do. Mess Peak
88.—Do., Do. Residence	34.—Ray, E. C., Res.
3.—{Dr. Cantlie, Dr. Cowie, Dr. Stedman}	51.—Ray, E. C., Pedder's Street
	45.—Rope Factory
	86.—Ross A., Residence
	52.—Sailors' Home
	49.—Shewan & Co.
	61.—Stevens, G. R.
	63.—Stevens, G. R., Res.
74.—Fletcher & Co., Queen's Road	1.—Telegraph Cot.
	76.—Telegraph Co. Mess
47.—Gas Co. Ld. West Point	92.—Tung Kee & Co., Wing Lok Street
18.—Do. Do. East Point	
31.—Gibb, Livingston & Co.	16.—Watson & Co. Q. Road
44.—Government House	
80.—Govt. Civil Hospital	84.—Watson & Co. Sulfor Peak
6.—Harrison, W. S., Res.	
27.—Holliday, Wise & Co.	56.—Victoria Hotel (Public Telephone)
28.—Holliday, C. J., Res.	
11.—Hongkong Club	37.—Wickham, W. H. Res.
58.—Hongkong Electric Co.	62.—Wo Kee & Co.
1.—Hongkong Teleg'ph.	38.—Yuen Fat Hong, Bonham Strand
9.—H'kong & Shanghai Banking Corpn.	78.—Yuen Kee & Co.
81.—H'kong & Shanghai Bank Mess	79.—Yeung Lan Kee

PRIVATE TELEPHONE LINES.

1.—Royal Engineers Mess	4.—Jardine, Matheson & Co. East Point
2.—Beveridge, Dr. Morrison Hill	5.—Meyer & Co.
3.—Hongkong, Canton & Macao Steamboat Co.	6.—North China Insurance Co.
	7.—Scheele & Co.

In case of Fire ring up No. 15.

W. STUART HARRISON,
Manager.

2539]

NORTH FORMOSA.

FOR SALE—A MAP of NORTH FORMOSA, by J. W. PATERSON, I. M. Customs Service. NEW EDITION, Coloured. Price, $1.50. To be had at *Daily Press* Office and the Booksellers.

Hongkong, 26th June, 1890. [1484

MAIL TABLES.

THE Card published at the *Daily Press* Office Contains:—
English, Mails, homeward and outward
French
German
Canadian
Parcel Post
Calendar for 1894.

As it has more information than is given on one printed in London for which fifty cents is charged. The price of the locally printed correct card is 10 cents on paper, 20 cents on hand. [858

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA CANAL.

THE Company's Steamship

"AJAX."

Captain Harvey, will be despatched as above TO-DAY, the 8th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd May, 1894. [906

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"NAMOA,"

Captain Harris, will be despatched for the above Ports TO-DAY, the 8th inst., at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 5th May, 1894. [940

NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA, VIA SHANGHAI.

THE Company's Steamship

"MIIKE MARU,"

Captain Tipple, will be despatched as above TO-DAY, the 8th instant, at 4 P.M.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 7th May 1894. [935

FOR SHANGHAI.

THE Steamship

"PEIYANG."

Captain R. Kohler, will be despatched for the above port TO-MORROW, the 9th inst., at 4 P.M.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, 7th May, 1894. [950

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Calling at NAPLES for landing Passengers if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, and BREMEN.)

THE Steamship

"OCEANA."

Captain F. Behrens, will be despatched for the above ports on SATURDAY, the 12th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, 7th May, 1894. [949

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

TACOMA	Tuesday	May 8.
SIKH	Tuesday	May 29.
VICTORIA	Tuesday	June 19.
TACOMA	Tuesday	July 17.

THE Steamship

"TACOMA."

Captain J. R. Hill, sailing at 5 P.M. TO-DAY, the 8th May, 1894, will proceed to VICTORIA, B.C., and TACOMA, via INLAND SEA, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 8th May, 1894. [9

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF SYDNEY (via Nagasaki, Kobe, Inland Sea, and Yokohama)	(FOR CARGO ONLY) WEDNESDAY, May 9, at 1 P.M.
CHINA (via Nagasaki, Kobe, Inland Sea, and Yokohama)	TUESDAY, May 15, at 1 P.M.
PERU (via Nagasaki, Kobe, Inland Sea, and Yokohama)	SATURDAY, June 2, at 1 P.M.

THE U. S. Mail Steamship "CITY OF SYDNEY" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on WEDNESDAY, the 9th MAY, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of $10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 4th May, 1894. [18

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, &c., via BOMBAY	Surat	Brit. str.	Japson	P. & O. S. N. Co.	On 10th inst., at Noon.
LONDON via MARSEILLES	Japan	Brit. str.	Halls	P. & O. S. N. Co.	On or about 10th inst.
LONDON via CANAL	Ajax	Brit. str.	Harvey	Butterfield & Swire	To-day.
LONDON	Malacca	Brit. str.	[illegible]	P. & O. S. N. Co.	On or about 22nd inst.
BREMEN & PORTS OF CALL	Preussen	Ger. str.	Högemann	Melchers & Co.	On 28th inst., at 3 P.M.
HAMBURG & LONDON	Volute	Brit. str.	Stott	Arnhold, Karberg & Co.	On or about 15th inst.
HAVRE & H'BURG via S'PORE	Oceana	Ger. str.	Behrens	Siemssen & Co.	On 12th inst., at 4 P.M.
MARSEILLES via SAIGON, &c.	Yarra	Fren. str.	de Maubange	Messageries Maritimes	On 16th inst., at Noon.
VANCOUVER via S'HAI, &c.	Empress of Japan	Brit. str.	Lee R.N.R.	Canadian Pacific R. Co.	On 23rd inst., at Noon.
VICTORIA, B.C., &c., via Y'HAMA	Tacoma	Brit. str.	Hill	Dodwell, Carlill & Co.	To-day, at 5 P.M.
SAN FRANCISCO via Y'HAMA	City of Sydney	Amer. str.	Seabury	P. M. S. S. Co.	To-morrow, at 1 P.M.
SAN FRANCISCO via Y'HAMA	Belgic	Brit. str.	[illegible]	O. & O. S. S. Co.	On 24th inst., at 1 P.M.
NEW YORK	Edward May	Amer. bk.	McClure	Shewan & Co.	Quick despatch.
NEW YORK	Edward Kidder	Amer. bk.	Parks	Reuter, Brockelmann & Co.	Quick despatch.
NEW YORK	Samuel Skolfield	Amer. sh.	Skolfield	Carlowitz & Co.	Quick despatch.
NEW YORK	Adam W. Spies	Amer. bk.	Meyers	Shewan & Co.	Quick despatch.
SYDNEY & MELBOURNE, &c.	Chingtu	Brit. str.	Innes	Butterfield & Swire	On 16th inst.
Y'HAMA, KOBE, & NAGASAKI	Nürnberg	Ger. str.	Walter	Melchers & Co.	On or about 10th inst.
YOKOHAMA via N'SAKI & KOBE	Ancona	Brit. str.	Mudie	P. & O. S. N. Co.	On 12th inst., daylight.
KOBE, YOKOHAMA via SHANGHAI	Miike Maru	Brit. str.	Tipple	Nippon Yusen Kaisha	To-day, at 4 P.M.
YOKOHAMA & KOBE	Priok	Ger. str.	Madsen	Siemssen & Co.	To-day, at 4 P.M.
SHANGHAI & KOBE	Gisela	Aus. str.	Cassovich	Sander & Co.	On or about 12th inst.
SHANGHAI	Malacca	Brit. str.		P. & O. S. N. Co.	To-day, at Noon.
SHANGHAI	Ganges	Brit. str.		P. & O. S. N. Co.	To-day, at 11 A.M.
SHANGHAI	Preussen	Ger. str.	Hogemann	Melchers & Co.	Quick despatch.
SHANGHAI	Peiyang	Ger. str.	Kohler	Siemssen & Co.	To-morrow, at 4 P.M.
SWATOW, AMOY, & FOOCHOW	Namoa	Brit. str.	Harris	Douglas Lapraik & Co.	To-day, at Noon.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	GANGES	11 a.m. 8th May	Freight or Passage.
SHANGHAI	MALACCA	Noon, 8th May	Freight or Passage.
LONDON via MARSEILLES	JAPAN	About 10th May	Freight or Passage.
LONDON, &c.	SURAT	Noon, 10th May	See Special Advertisement.
Y'HAMA, via N'SAKI & KOBE	ANCONA	Daylight, 12th May	Freight or Passage.
LONDON	MALACCA	About, 22nd May	Freight or Passage (Calling at MARSEILLES if sufficient inducement offers.)

For further particulars apply to
H. H. JOSEPH, Superintendent.

Hongkong, 8th May, 1894.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R. ......WEDNESDAY, 23rd May, 1894
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ......WEDNESDAY, 13th June, 1894
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 4th July, 1894

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route embraces its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 3rd May, 1894. [8

VESSELS ON THE BERTH

FOR YOKOHAMA AND KOBE.

THE Steamship

"PRIOK."

Captain L. Madsen, will be despatched for the above ports TO-DAY, the 8th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, 7th May, 1894. [948

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

R. Innes, Commander, will be despatched as above on WEDNESDAY, the 16th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd May, 1894. [925

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE, AND BORDEAUX.

ALSO, PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 16th inst., at Noon, the Company's Steamship "YARRA," Commandant de Maubange, with Mails, Passengers, Specie, and Cargo, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 15th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd May, 1894. [12

FOR NEW YORK.

THE S/S L. I. I. American Bark

"ADAM W. SPIES."

Meyers, Master, will load here for the above Port, and will have quick despatch.

For Freight apply to
SHEWAN & Co.

Hongkong, 18th April, 1894. [624

FOR NEW YORK.

THE A 1 L. I. I. American Ship

"SAMUEL SKOLFIELD."

Skolfield, Master, shortly due, will load here for the above port and will have quick despatch.

For Freight apply to
CARLOWITZ & Co.

Hongkong, 29th March, 1894. [692

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

BELGIC (via Nagasaki, Kobe, Inland Sea, and Yokohama)	THURSDAY, May 24, 1894, at 1 P.M.
OCEANIC (via Nagasaki, Kobe, Inland Sea, and Yokohama)	TUESDAY, June 12, 1894, at 1 P.M.
GAELIC (via Nagasaki, Kobe, Inland Sea, and Yokohama)	TUESDAY, July 3, 1894, at 1 P.M.

THE Steamship "BELGIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA, on THURSDAY, the 24th MAY, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point *en route*.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

ALL PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 26th April, 1894. [4

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"PREUSSEN,"

Captain Hogemann, due here with the outward German mail about the 9th inst., will leave for the above place about 24 hours after arrival.

For Freight or Passage apply to
MELCHERS & Co.,
Agents.

Hongkong, 7th May, 1894. [17

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE, AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"NURNBERG,"

Captain H. Walter, will leave for the above Ports on or about THURSDAY, the 10th inst.

For Freight or Passage, apply to
MELCHERS & Co.,
Agents.

Hongkong, 7th May, 1894. [17

"SHELL" LINE OF STEAMERS.

FOR HAMBURG AND LONDON.

(Taking Cargo at through Rates to BREMEN, ROTTERDAM, LIVERPOOL, and NEW YORK.)

THE Company's Steamship

"VOLUTE,"

Captain Stott, will be despatched as above on or about the 15th instant, to be followed by the s.s. "EUPLECTELA" on or about the 15th proximo.

For Freight apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 2nd May, 1894. [921

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"SURAT,"

Captain J. F. Jephson, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 10th MAY, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. "CARTHAGE," which vessel takes on the cargo for LONDON via SUEZ CANAL, leaving that port on the 1st JUNE, 1894.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. H. JOSEPH,
Superintendent.

Hongkong, 27th April, 1894. [1

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON MONDAY, the 28th day of May, 1894, at 3 P.M., the Company's Steamship "PREUSSEN," Captain Hogemann, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 26th inst. Cargo and Specie will be received on Board until Noon on MONDAY, the 28th inst., and Parcels will be received at the Agency's Office until Noon on SUNDAY, the 27th inst. Contents of Packages are required. No Parcel Receipts will be signed at less than $2, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 7th May, 1894. [7

FOR NEW YORK.

THE S/S L. I. I. American Barque

"EDWARD KIDDER,"

shortly expected, will load here for the above port and will have a quick despatch.

For Freight, apply to
REUTER, BRUCKELMANN & Co.

Hongkong, 29th March, 1894. [1633

FOR NEW YORK.

THE 3/3 L I I. American Bark

"EDWARD MAY,"

McClure, Master will load here for the above Port and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, 19th March, 1894. [1615

JUST PUBLISHED.

A TABLE OF THE

RATES OF EXCHANGE at Hongkong for Demand Drafts on London on the days of or preceding the departure of the English Mails from January, 1878, to September, 1893.

Price $1.

Hongkong Daily Press Office.

Hongkong, 4th October, 1893. [2818

SHIPPING IN PORT.

HONGKONG.

STEAMERS.

Alexandria, British str., 1,839, Bargen, May 5, Order.
Agnes, French str., 791, Geo. R. Stevens.
Ajax, British steamer, 1,476, Goodwin, May 7, Butterfield & Swire.
Alwine, German str., 400, Petersen, May 3, Wieler & Co.
Ancona, British str., 1,858, W. Mudie, May 7, P. & O. S. N. Co.
Ask, Danish steamer, 892, Rovsbech, May 5, A. R. Marty.
Aydathia, British str., 1,058, T. Rowin, May 5, Order.
Bangkok, British steamer, 1,150, Sarobet, May 2, Chinese.
Bothwell Castle, British str., 1,653, Robertson, Mar. 3, Dodwell, Carlill & Co.
Bucephalus, British str., 1,194, Hay, May 2, Geo. R. Stevens.
China, British steamer, 3,588, Ward, May 3, P. M. S. S. Co., for San Francisco.
Chusan, German str., 623, W. Wendt, May 5, Melchers & Co.
City of Sydney, Amr. str., 1,995, Seabury, April 30, P. M. S. S. Co.
Cromarty, British str., 1,884, Duncan, May 1, Dodwell, Carlill & Co.
Davaweega, Brit. str., 1,057, Unsworth, May 2, Tsun Fat Hong.
Drymoch, British str., 1,571, Stewart, May 5, Order.
Exe, British steamer, 1,308, Watson, May 4, Arnhold, Karberg & Co.
Fatshan, British str., 1,425, R. D. Hight, H. C. & M. Steamboat Co., for Canton.
Frey, Danish str., 887, C. L. Strand, May 5, Arnhold, Karberg & Co.
Ganges, British str., 2,190, Atkinson, May 6, P. & O. S. N. Co.
Glenfalloch, British str., 1,434, Darke, May 6, Jardine, Matheson & Co.
G. G. S. Jacob, Dutch str., 1,758, Blinde, May 6, Lauts, Wegener & Co.
Hankow, British str., 2,235, Dick, Butterfield & Swire, for Canton.
Heungshan, British str., 1,054, W. S. Clarke, H. C. & M. Steamboat Co., for Macao.
Honam, British str., 1,315, G. D. Lefavour, H. C. & M. Steamboat Co., for Canton.
Ingraban, German str., 898, F. Pipes, May 3, Wieler & Co.
Kiangnow, British str., 238, T. A. Webster, H. C. & M. Steamboat Co.
Kutsang, British str., 1,495, Jackson, May 7, Jardine, Matheson & Co., for Calcutta.
Kwonghoi, British str., 419, Chinese, for Canton.
Malacca, British steamer, 2,615, Case, May 7, P. & O. S. N. Co.
Memnon, British str., 828, B. Branch, May 7, Butterfield & Swire, for Sandakan.
Miike Maru, Jap. str., 2,055, Tipple, May 6, N. Y. Kaisha.
Moray, British str., 1,411, Thomson, May 5, Dodwell, Carlill & Co.
Namoa, British steamer, 883, Harris, May 5, Douglas Lapraik & Co., for Coast Ports.
Nanshan, British str., 805, Blackburne, May 5, Hop Hing Hong.
Nürnberg, German str., 1,907, Walter, April 28, Melchers & Co.
Oscar II., Norw. str., 1,997, Arnesen, April 11, Shewan & Co.
Pacting, British steamer, 1083, Gyles, May 7, Butterfield & Swire.
Pasig, Spanish str., 434, Chinese, for Canton.
Pemptos, German str., 1,341, Cornoelsen, May 6, Siemssen & Co.
Powan, British str., 1,343, S. W. Goggin, H. C. & M. Steamboat Co., for Canton.
Priam, British steamer, 1,803, Jackson, May 4, Butterfield & Swire.
Priok, German steamer, 1,637, Madsen, May 5, Siemssen & Co.
Progress, German str., 687, Jasten, May 6, Siemssen & Co.
Soochow, British steamer, 399, Cooke, May 6, Butterfield & Swire.
Strathdee, British str., 1,079, Forsyth, May 4, Dodwell, Carlill & Co.
Swatow, German str., 635, Andresen, May 5, Melchers & Co.
Tacoma, British steamer, 1,861, Hill, May 6, Dodwell, Carlill & Co., for Tacoma.
Tai On, British str., 789, Ggielouski, Chinese, for Canton.
Taksang, British str., 971, Freeman, May 6, Jardine, Matheson & Co.
Thales, British steamer, 820, Bathurst, May 5, Douglas Lapraik & Co.
Winnisor, British str., 1,340, Vernon, Apr. 28, Order.

SAILING VESSELS.

Adam W. Spies, Amr. bark, 1,197, Meyers, Apr. 13, Jardine, Matheson & Co.
Basuto, German bark, 318, Eggers, Oct. 14, Order.
Ed. Kidder, Amr. bark, 963, Parks, April 17, Jardine, Matheson & Co.
Ed. May, Amr. ship, 891, McClure, April 28, Shewan & Co.
Fernando, Nor. bark, 347, Pettersen, Jan. 33, Chinese.
Lowenthal, British 4-m. sh., 2,311, Crowe, April 5, Order.
Nam Shun Siay, Chinese 3-m. sch., 363, Lok Li-tong, Aug. 3, Chinese.
Sagamore, Amr. bkt., 173, Cushing, May 5, Order.
Sam. Skolfield, Amr. sh., 1,075, Skolfield, Apr. 25, Order.
Spinaway, British sch., 331, Garrick, April 29, Order.
St. Mark, Amr. ship, 1,892, Work, May 3, Jardine, Matheson & Co.
Velocity, British bark, 491, Martin, Mar. 27, Chinese.

AMOY.

In Port on 3rd May, 1894.

Aponrade, German str., 611, Hohlmann, May 1, Pasedag & Co.
E. K. Wood, Amr. 4-m. sch., 475, Hansen, Apr. 18, H. A. Peterson & Co.
Elisabeth, German bark, 447, Eggers, Apr. 28, Pasedag & Co.
Cito, German steamer, 387, Brandt, April 28, Malcampo & Co.
Louis, British bark, 649, Wittmiss, April 27, H. A. Peterson & Co.
Namyong, British str., 984, Nichol, April 29, K. Phee Chun & Co.
Shanghai, British bark, 1,290, Allan, Apr. 12, Boyd & Co.
Sylphiden, Nor. schr., 198, Amundsen, May 2, H. A. Peterson & Co.
Walter Siegfried, Brit. bk., 391, Roberts, May 3, H. A. Peterson & Co.

FOOCHOW.

In Port on 28th April, 1894.

Pekin, British steamer, 118, Seymour, Apr. 27, H. W. Churchill.
Mary Stewart, Brit. bk., 324, Petersen, April 24, Master.
Valkyrian, British bk., 393, Anderson, Apr. 18, Master.

SHANGHAI.

In Port on 30th April, 1894.

Anglo-India, British bk., 441, Sampson, Aug. 15, Nils Moller.
Asadown, British steamer, 1,354, Cowie, Apr. 27, Order.
Bankandin, British str., 1,775, Fulst, April 14, Reuter, Brockelmann & Co.
Chingming, Chinese str., 425, Slake, Jan. 30, Chinese Eng. & Mining Co.
El Capitan, Amr. 4-m. sch., 1,411, Humphrey, April 17, C. & J. Trading Co.
Esang, British steamer, 1,127, Payne, April 23, Jardine, Matheson & Co.
Gov. Goodwin, Amr. sh., 1,414, Oakes, Mar. 20, Jardine, Matheson & Co.
Haean, Chinese steamer, 893, Andrew, Apr. 23, C. M. S. N. Co.
Hae-shin, Chinese str., 783, Wells, Apr. 28, C. M. S. N. Co.
Hainan, German str., 741, Sennelsen, Apr. 29, Mitsui Bussan Kaisha.
Haiching, Chinese str., 1,062, Patterson, Apr. 30, C. M. S. N. Co.
Japan, British steamer, 2,795, Halls, April 28, P. & O. S. N. Co.
Kungpai, Chinese str., 606, Frigast, Apr. 29, C. M. S. N. Co.
Kwangchi, Chinese str., 313, Bigley, Apr. 27, C. M. S. N. Co.
Ningpo, German str., 762, Lehmann, Apr. 27, Siemssen & Co.
Palamed, British str., 1,499, Robinson, Apr. 29, Butterfield & Swire.
Poochi, Chinese steamer, 544, Froberg, Apr. 28, C. M. S. N. Co.
Rosetta, British steamer, 2,039, Browne, Apr. 26, P. & O. S. N. Co.
Smith, Chinese steamer, 704, Morless, April 16, Hopkins, Dunn & Co.
St. James, Amr. bark, 1,489, Clifford, Apr. 21, Melchers & Co.
Store Nordiske, Danish str., 685, Petersen, Apr. 28, G. N. Telegraph Co.
Surat, British str., 1,476, J. F. Jephson, Apr. 12, P. & O. S. N. Co.
Taku, British steamer, 808, Roope, April 29, Jardine, Matheson & Co.

SHIPPING IN PORT.

Tungchow, British str., 952, Whittle, Apr. 30, Butterfield & Swire.
Veronica, British ship, 1,918, Rowley, Mar. 20, David Sassoon, Sons & Co.
Woolwich, British str., 2,117, Reeburn, Apr. 15, Jardine, Matheson & Co.
Yarra, French str., 3,084, Maubouge, Apr. 26, Messageries Maritimes.

NAGASAKI.

In Port on 2nd May, 1894.

Alwine Sand, Ger. str., 558, Gessevitch, May 1, Holme, Ringer & Co.
City of Athens, Brit. sh., 1,199, Landing, Apr. 13, G. & T. Trading Co.
Kosaki Maru, barge, 490, Nippon Yusen Kaisha.
Mogamigawa maru, Jap. str., 1,006, Sakata, Jan. 22, Osaka Shosen Kaisha.
Ningchow, British str., 1,738, Grattan, May 1, Holme, Ringer & Co.
Sakata maru, Jap. str., 1,119, Renny, Mar. 31, Nippon Yusen Kaisha.
Toyo Maru, Jap. str., 1,884, Curnow, Mar. 29, Captain.

KOBE.

In Port on 1st May, 1894.

Aikoku Maru, Jap. str., 2,169, Furukawa, April 27, Japanese.
Argonaut, British str., 1,579, Thomas, Mar. 24, S. Isaacs & Bro.
Boularie, British str., 1,454, Sonteller, Apr. 24, Cornes & Co.
Chinkiang, British str., 3,070, R. Innis, Apr. 24, Butterfield & Swire.
Inge, German steamer, 850, Josselsen, April 26, Schetat & Co.
Isar, British steamer, 1,418, Burgoyne, Apr. 26, Woo Kee & Co.
Kumamoto Maru, Jap. str., 1,937, Magal, Apr. 26, Nippon Yusen Kaisha.
Maple Branch, British str., 1,785, Hutchison, Apr. 17, Fraser & Co.
Masayoshi Maru, Jap. str., 1,269, Yoshino, Apr. 23, Japanese.
Minley Hall, British sh., 1772, Duncan, Apr. 5, Jardine, Matheson & Co.
Matsu-maru, Jap. str., 584, Miyagi, April 26, Nippon Yusen Kaisha.
Queen Victoria, Brit. sh., 1,357, Logie, Apr. 10, Jardine, Matheson & Co.
Volute, British steamer, 2,816, Stott, April 18, Samuel, Samuel & Co.
Yayoi Maru, Jap. st. yacht, 30, Wyan, Apr. 22, Samuel, Samuel & Co.

YOKOHAMA.

In Port on 28th April, 1894.

Ancona, Brit. str., 1,889, W. D. Mudie, Apr. 22, P. & O. S. N. Co.
Benlawers, British str., 1,434, Webster, Apr. 25, Cornes & Co.
Diana, American sch., 74, Peterson, Oct. 5, Captain.
Esmeralda, British sch., 64, Harrison, Mar. 17, Jardine, Matheson & Co.
Geo. Peabody, Amr. sch., 91, Lindberg, Apr. 23, Captain.
Glencairn, British str., 1,421, Murray, April 26, Jardine, Matheson & Co.
Kambira, British ship, 1952, Beaubill, April 19, Jardine, Matheson & Co.
Natal, French steamer, 1,984, Vernon, Apr. 27, Messageries Maritimes.
Osaine, German str., 1,681, Behrens, April 22, Simon, Evers & Co.
Ulysses, British str., 2,299, Lapage, Apr. 29, Butterfield & Swire.
Yarrowdale, Brit. str., 1,306, Johnson, Apr. 28, Dodwell, Carlill & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, steel despatch boat, 4 guns, 3,000 h.p., Com. R. G. D. Lisle, at Yokohama.
Archer, cruiser, 6 guns, 3,500 h.p., Capt. Rogers, at Hongkong.
Caroline, cruiser, 14 guns, 1,410 h.p., Capt. C. J. Norcock, at Japan.
Centurion, flagship, Com. McQuhae, at Hongkong.
Daphne, gunboat, Com. G. H. MacArthur, at Hongkong.
Esk, double-screw gunboat, 3 guns, 340 h.p., Lieut.-Com. Ravenhill, at Ichang.
Firebrand, composite gunboat, 4 guns, 460 h.p., Lieut.-Com. G. Tufnell, at Hongkong.
Leander, cruiser, 10 guns, 5,500 h.p., Capt. Castle, at Singapore.
Linnet, gunboat, 3 guns, 1,050 h.p., Com. A. W. Chisholm Batten, at Bangkok.
Mercury, cruiser, 12 guns, 7,390 h.p., Capt. W. Fawkes, at Nagasaki.
Peacock, gunboat, 6 guns, Lieut.-Com. Ingram, at Bangkok.
Penguin, sloop, Commander W. U. Moore, at Manila.
Pigmy, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. H. A. Phillips, at Shanghai.
Plover, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. F. C. B. Addington, at Shanghai.
Porpoise, steel torpedo cruiser, 6 guns, 3,500 h.p., Com. C. G. Burr, at Shanghai.
Rattler, composite gunboat, 6 guns, 1,200 h.p., Lieut.-Com. H. Cltesworth, at Hongkong.
Redpole, gunboat, 6 guns, 1,200 h.p., Lieut.-Com. G. G. May, at sea.
Severn, cruiser, 12 guns, 5,000 h.p., Capt. R. F. H. Henderson, cruising.
Solent, torpedo-mining launch, at Hongkong.
Swift, double-screw ... 2 guns, 1,011 h.p., Com. R. K. McAlpine, at Amoy.
Tweed, double-screw ... 1 gun, 310 h.p., in reserve, at Hongkong.
Victor Emanuel, receiving ship, 10 guns, Com. Hodges Byres, at Hongkong.
Wivern, turret vessel, 4 ... 1,450, in reserve, at Hongkong.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Korniloff, Russian cruiser, Capt. Elshanihoff, at Nagasaki.
Ad. Nakhimoff, Russian cruiser, Capt. Lvdroff, at Nagasaki.
Alliance, Amr. corv., Capt. Felix McCurley, at Nagasaki.
Aspic, French gunboat, 1 gun, Capt. Journet, at Saigon.
Bobr, Russian cruiser, Capt. Domiyilov, at Yokohama.
Baltimore, Amr. cruiser, W. R. Bridgman, at Shanghai.
Bengo, Portuguese gunboat, 400 h.p., Lieut.-Com. Carvalho d'Almeida, at Hongkong.
Bobre, Russian cruiser, 13 guns, 1,100 h.p., Capt. Enverix, at Vladivostock.
Comete, French gunboat, Lieut. Fourest, at Shanghai.
Concord, American cruiser, Capt. Dietrich, at Yokohama.
Diu, Portuguese gunboat, Capt. ... Gomes, at Macao.
D. Juan de Austria, Spanish cruiser, Capt. Jose Pedroso, at Shanghai.
Forfait, French cruiser, Capt. Bernard, at Yokohama.
Iltis, German gunboat, 4 guns, 1,310 h.p., Capt. G. Bendlassin, at sea.
Inconstant, French gunboat, Capt. Bary, at Hankow.
Koreetz, Russian gunboat, Capt. Filliseff, at Vladivostock.
Kraysser, Russian corvette, 6 guns, 1,305 h.p., Capt. Kolontzevsky, at Vladivostock.
Lion, French gunboat, 4 guns, Capt. Papaix, at Kiukiang.
Lutin, French gunboat, Com. Nenor, at Bangkok.
Mandjour, Russian cruiser, 7 guns, Com. Andreeff, at Nagasaki.
Marion, Amr. corvette, 4 guns, Com. Gridley, at Yokohama.
Monocacy, Amr. cruiser, 6 guns, 1,710 h.p., Com. Emper, at Shanghai.
Nayezdnik, Russian cruiser, 9 guns, 253 h.p., Capt. Zarion, at Vladivostock.
Pamiat Azova, Russian cruiser, Capt. S. Bauer, at Nagasaki.
Parseval, French cruiser, Capt. Fourest, at Japan.
Petrel, American gunboat, Lieut.-Com. W. H. Emory, at Yokohama.
Razboinik, Russian cruiser, Capt. Auchtomsky, at Yokohama.
Rynda, Russian cruiser, Com. Rimsky-Korsakoff, at Foochow.
Sivutch, Russian gunboat, Capt. Barranoff, at Vladivostock.
Sivoutch, Russian cruiser, 19 guns, Capt. Ascronoff, at Nagasaki.
Sophie, German cruiser, Captain Herbing, at Nanking.
Triomphante, French frigate, Capt. B. de Hestinel, at Saigon.
Vipère, French gunboat, 4 guns, 425 h.p., Capt. Constolle, at Bangkok.
Vitiaz, Russian cruiser, Capt. Zarine, ashore.
Vostock, Russian gbt., 4 guns, Com. Molchansky, at Vladivostock.
Wolf, German gunboat, 4 guns, 340 h.p., Lieut.-Com. Kretschman, at Shanghai.
Zabiaka, Russian cruiser, Capt. Domojiroff, at Nagasaki.

Printed and Published by D. WARRES SMITH, at 69, Wyndham Street, Victoria, Hongkong.